57190-2-U

1987 Accident Fact Book

SCDHPT Highway Safety Office and Safety Belts For South Carolina

A message from the executive director . . . .

DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

My fellow South Carolinians:

I hope you will pay close attention to this book and what it means. Please look carefully at the statistics from the traffic accidents in our state in 1987 and pay special attention to the number of fatalities on our highways. I know you will be shocked by what you see.

You will find that 1987 was the second-worst year ever on South Carolina's highways. The 119,346 accidents on our highways caused 37,287 injuries and 1087 deaths. These accidents, deaths and injuries resulted in an estimated economic loss of $815,000,000 to our state.

As you are looking at these statistics, don't think of them merely as numbers on a page. Instead, think of them in terms of human suffering. Think about the families that were broken apart due to the death or serious injury to a loved one. When you think of the accident statistics in these terms, you begin to realize the impact traffic accidents have on the people of our state.

As you are looking at these statistics, be assured that we at the Department of Highways and Public Transportation are doing everything we can to prevent this needless human suffering. In addition to putting more Highway Patrol Troopers on the road, we are utilizing new accident report forms to carefully examine the locations of accidents to see if engineering improvements need to be made.

But none of our efforts will be effective without your help. The people of South Carolina have to change their attitude about driving. Whether it's obeying the speed limit, wearing a safety belt or not drinking and driving, we have to realize that every safety precaution we take can help make our highways safer. And by doing this, we will be able to reduce the amount of suffering brought about by traffic accidents.

Joe Rideoutte
Executive Director

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I. General Information

In 1987, the number of motor vehicle accidents in South Carolina reached an all time high of more than 119,000. The total number of fatalities was the second highest, with 1,087 persons killed. These increased numbers are due, at least in part, to a tremendous growth in traffic volume on the state's highways, with over 30 billion miles of vehicle travel taking place during the year. The result of this increased travel was a reduction in the vehicle mileage death rate for the first time since 1982, despite the increase in fatalities.

On the following pages some basic statistics are presented which provide an outline of South Carolina's highway traffic and accident statistics for 1987.

1987

QUICK FACTS

STATISTIC	NUMBER	% CHANGE FROM 1986
Fatal Accidents	969	+ 2.6
Injury Accidents	24,124	+ 5.6
Property Damage Accidents	94,251	+ 1.6
Total Accidents	119,344	+ 2.4
Fatalities	1,087	+ 2.6
Injuries	37,287	+ 7.5
Motorcycle Fatalities	56	- 25.3
Bicycle Fatalities	29	+ 38.1
Pedestrian Fatalities	122	- 16.4
Train Fatalities	8	- 38.5
Moped Fatalities	5	- 28.6
School Bus Fatalities	1	- 50.0
Economic Loss	$815,000,000	+ 4.9
Vehicle Miles Traveled	30,227,000,000	+ 7.0
Roadway Miles Maintained	63,420	+ 0.2
Motor Vehicle Registrations	2,422,359	+ 2.4
Licensed Drivers	2,195,348	+ 1.2
Mileage Death Rate	3.6	- 2.7

IN 1987 THERE WERE

119,344 ACCIDENTS

RESULTING IN

1,087 PEOPLE KILLED

37,287 PEOPLE INJURED

AND

$815,000,000 ECONOMIC LOSS

N 1987. IN SOUTH CAROLINA

2. 195. 348 DRIVERS
CURRENTLY LICENSED

2. 422. 359 MOTOR VEHICLES
WERE REGISTERED

63. 420 ROADWAY MILES
WERE MAINTAINED

30. 227. 000. 000 VEHICLE MILES
WERE DRIVEN

TOTAL # MOTOR VEH | ORIGINAL

SOUTH CAROLINA
UNIFORM TRAFFIC COLLISION REPORT
(FOR INVESTIGATING OFFICERS)

D.H.P.T. FORM TR-310 REV. 3/85

M.V.D. USE ONLY

FATALITY

SHEET OF SHEET(S)

DATE | COUNTY | DAY OF WEEK (S M T W T F S) | TIME AM PM | ON 1 INTERSTATE 2 US PRIMARY 3 SC PRIMARY 4 SECONDARY 5 COUNTY 6 OTHER | ROUTE OR ROAD NO. (Also Street Name, If Any) | MILE POST

INTERSECTION OF ROUTE OR ROAD NUMBER (Also Street Name, If Any)
AT

IF NOT AT INTERSECTION 1 FEET 2 MILES N E S W OF ROUTE OR ROAD NO. (Also Street Name, If Any)

N CITY OR TOWN | CONTROLLED ACCESS HIGHWAY LOCATION (Circle One) 1 MAIN ROAD 2 FRONTAGE RD 3 MAIN ROAD AT INTERCHANGE 4 ENTRANCE RAMP 5 EXIT RAMP | N E S W 1 BOUND LANE 2 SIDE

IF OUTSIDE CITY LIMITS MILES N E S W OF CITY OR TOWN | R.R. CROSSING I.D. #

UNIT #	DRIVER'S FULL NAME	UNIT #	PED	DRIVER OR PEDESTRIAN'S FULL NAME
STREET OR R.F.D.	BIRTH DATE / SEX / RACE	STREET OR R.F.D.	BIRTH DATE / SEX / RACE	
CITY AND STATE / ZIP	DRIVER LICENSE CLASS 1 2 3 4 B BEG PER N NONE	CITY AND STATE / ZIP	DRIVER LICENSE CLASS 1 2 3 4 B BEG PER N NONE	
DRIVER LICENSE NUMBER / STATE		DRIVER LICENSE NUMBER / STATE		
LICENSE RESTRICTION	RESTRICTION COMPLIED WITH Y YES N NO	MEMBER OF ARMED FORCES Y YES N NO	LICENSE RESTRICTION	RESTRICTION COMPLIED WITH Y YES N NO	MEMBER OF ARMED FORCES Y YES N NO
DRIVER WEARING SAFETY BELTS Y YES N NO	MOVING VIOLATION(S) INDICATED	SPEED LIMIT MPH	ESTIMATED SPEED MPH	DRIVER WEARING SAFETY BELTS Y YES N NO	MOVING VIOLATION(S) INDICATED	SPEED LIMIT MPH	ESTIMATED SPEED MPH
YEAR / BODY / MAKE & VEHICLE IDENTIFICATION NUMBER				YEAR / BODY / MAKE & VEHICLE IDENTIFICATION NUMBER			
LICENSE PLATE NUMBER / STATE / YEAR	CIRCLE POINT OF INITIAL IMPACT			LICENSE PLATE NUMBER / STATE / YEAR	CIRCLE POINT OF INITIAL IMPACT		
VALIDATION NUMBER / TOTAL OCCUPANTS THIS UNIT				VALIDATION NUMBER / TOTAL OCCUPANTS THIS UNIT			
OWNER'S NAME				OWNER'S NAME			
STREET OR R.F.D. / CITY AND STATE				STREET OR R.F.D. / CITY AND STATE			
INSPECTION CERTIFICATE 1 CURRENT 2 EXPIRED 3 NONE 4 UNKNOWN / ZIP				INSPECTION CERTIFICATE 1 CURRENT 2 EXPIRED 3 NONE 4 UNKNOWN / ZIP			
DAMAGE SEVERITY 1 SLIGHT 2 MODERATE 3 SEVERE / AREAS DAMAGED (CODES) / APPROX. COST TO REPAIR $ / VEHICLE TOWED AWAY Y YES N NO				DAMAGE SEVERITY 1 SLIGHT 2 MODERATE 3 SEVERE / AREAS DAMAGED (CODES) / APPROX. COST TO REPAIR $ / VEHICLE TOWED AWAY Y YES N NO			
VEHICLE TOWED BY WHOM				VEHICLE TOWED BY WHOM			

DIRECTION OF TRAVEL N E S W
UNIT 1 1 2 3 4
UNIT 2 1 2 3 4

INDICATE NORTH

DESCRIBE WHAT HAPPENED (Refer to units by number)

MAIL ORIGINAL REPORT TO S. C. DEPT. OF HIGHWAYS & PUBLIC TRANSPORTATION, BOX 1498, COLUMBIA, S. C. 29216-0040

WITNESS FULL NAME / ADDRESS / ZIP / AGE / SEX

SUMMONS NUMBER / NAME OF PERSON CHARGED / MOVING VIOLATION CODE(S) / DAMAGE TO PROPERTY OTHER THAN VEHICLE APPROX. AMOUNT $

SUMMONS NUMBER / NAME OF PERSON CHARGED / MOVING VIOLATION CODE(S) / PROPERTY OWNER'S NAME

POLICE AGENCY NOTIFIED AM PM | POLICE ARRIVED AM PM | AMBULANCE ARRIVED AM PM | PHOTOS TAKEN BY OFFICER Y YES N NO | TRAFFIC FLOW RESTORED AM PM | ADDRESS / ZIP

VICTIMS

	NAME	ADDRESS	ZIP
1			
2			
3			

NAME OF INVESTIGATING OFFICER / BADGE NUMBER / POLICE AGENCY / DATE

NAME OF OTHER OFFICER(S) AT SCENE / BADGE NUMBER / POLICE AGENCY

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT D.H.P.T. Form TR-310 Rev. 5-83

1 LIGHT
1 - DAYLIGHT
2 - DAWN
3 - DUSK
4 - DARK
5 - DARK, ROAD LIGHTED

2 WEATHER
1 - CLEAR
2 - RAINING
3 - FOG
4 - SNOWING, SLEETING
5 - HAILING
6 - HIGH WIND

3 LOCALE
1 - OPEN COUNTRY
2 - RESIDENTIAL
3 - SHOPPING OR BUSINESS
4 - MFG. OR INDUSTRIAL
5 - SCHOOL OR PLAYGROUND
6 - HOSPITAL

4 CHARACTER
1 - STRAIGHT-LEVEL
2 - STRAIGHT-ON GRADE
3 - STRAIGHT-HILLCREST
4 - CURVE-LEVEL
5 - CURVE-ON GRADE
6 - CURVE-HILLCREST

5 CONSTRUCTION
1 - ASPHALT
2 - CONCRETE
3 - BRICK
4 - DIRT
5 - GRAVEL
6 - STONE

6 CONDITION
1 - DRY
2 - WET
3 - SNOWY, ICY
4 - MUDDY
5 - HAZARDOUS MATERIALS

7 ROAD DEFECT
1 - SHOULDERS LOW
2 - SHOULDERS HIGH
3 - HOLES, BUMPS, ETC.
4 - LOOSE MATERIAL ON SURFACE
5 - ROAD UNDER CONSTRUCTION
6 - NONE
7 - NARROW BRIDGE
8 - ROAD UNDER REPAIR

8 TRAFFIC CONTROL
1 - STOP SIGN
2 - STOP AND GO SIGNAL
3 - YIELD SIGN
4 - OFFICER OR FLAGMAN
5 - RR CROSSING GATES/LIGHTS
6 - RR FLASHING LIGHTS
7 - NONE
8 - OTHER REGULATORY SIGNS
9 - RR CROSSBUCKS ONLY

9 TRAFFIC CONTROL FUNCTIONING
1 - YES 2 - NO

10 ROADWAY LANES
1 - ONE LANE
2 - TWO LANES
3 - THREE LANES
4 - FOUR LANES
5 - FIVE LANES
6 - SIX LANES
7 - UNPAVED ANY WIDTH

11 ONE WAY STREET
1 - YES 2 - NO

12 ROADWAY DIVIDED BY
1 - GUARDRAIL
2 - CONCRETE MEDIAN
3 - EARTH MEDIAN
4 - ROUGH MEDIAN
5 - PAINTED MEDIAN 2 FT. WIDE OR MORE
6 - CONCRETE BARRIER
7 - NO DIVISION

13 PEDESTRIAN CLOTHING
1 - DARK 2 - LIGHT

14 PEDESTRIAN ACTIONS
01 - CROSSING OR ENTERING INTERSECTION
02 - CROSSING OR ENTERING OTHER
03 - WALKING IN ROADWAY WITH TRAFFIC
04 - WALKING IN ROADWAY AGAINST TRAFFIC
05 - STANDING IN ROADWAY
06 - GETTING ON OR OFF VEHICLE
07 - PUSHING OR WORKING ON VEHICLE
08 - OTHER WORKING IN ROADWAY
09 - PLAYING IN ROADWAY
10 - NOT IN ROADWAY
11 - LYING IN ROADWAY
12 - SITTING IN ROADWAY

MOVING VIOLATION CODES
00 NO IMPROPER DRIVING
01 VIOLATIONS UNKNOWN
11 IMPROPER BACKING
22 SHIFTING LANES IMP.
23 PARKING IMPROPERLY
25 FAILURE TO DIM LIGHTS
26 LIGHTS IMPROPER
28 VEHICLE UNSAFE CONDITION
29 DRIVING IN WRONG LANE
4A NO SIGNAL/IMPROPER SIGNAL
4B FOLLOWING TOO CLOSELY
4C DEFECTIVE BRAKES
41 OR 21 SPEEDING
42 DISREGARD SIGN OR SIGNAL
44 NO RIGHT OF WAY
45 WRONG SIDE OF ROAD
46 PASSING UNLAWFULLY
47 TURNING UNLAWFULLY
48 DRIVING IN SAFETY ZONE
61 RECKLESS DRIVING
62 PASS STOPPED SCHOOL BUS
63 HIT & RUN PROPERTY DAM.
82 OTHER MOVING VIOLATION
83 EXCESS WT., HT., LT., WH.
84 PEDESTRIAN DRUNK
92 FAULTY EQUIPMENT
93 WALKING VIOLATION
97 MINIMUM SPEED LAW
98 RACING ON HIGHWAY
99 DRIVING UNDER INFLUENCE

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT

TYPE UNIT — UNIT NO. 1 (15), UNIT NO. 2 (16)
01 - AUTO
02 - BICYCLE
03 - STATION WAGON
04 - PANEL, PICKUP
05 - TRUCK TRACTOR
06 - OTHER TRUCK
07 - FARM MACHINERY
08 - COMMERCIAL BUS
09 - SCHOOL BUS
10 - OTHER BUS
11 - MOTORCYCLE/HELMET
12 - GO CART
13 - MINI BIKE
14 - PICKUP CAMPER
15 - MOTORIZED HOME
16 - MOTORCYCLE/NO HELMET
17 - OTHER REC. VEHICLE
18 - MOPED
19 - TRAIN
20 - HORSE

SPECIAL USE — UNIT NO. 1 (17), UNIT NO. 2 (18)
01 - NONE
02 - TAXI
03 - MILITARY
04 - CONSTRUCTION
05 - AMBULANCE
06 - FARM USE
07 - POLICE
08 - WRECKER
09 - GOVERNMENT
10 - FIRE FIGHTING
11 - DRIVER TRAINING
12 - RADIOACTIVE/HAZARDOUS MATERIAL
13 - PUBLIC TRANS.
14 - OTHER

ATTACHMENT — UNIT NO. 1 (19), UNIT NO. 2 (20)
1 - NONE
2 - MOBILE HOME
3 - SEMI-TRAILER
4 - UTILITY TRAILER
5 - FARM TRAILER
6 - TRAILER with BOAT
7 - CAMPER TRAILER
8 - TOWED MOTOR VEHICLE
9 - PETROLEUM TANKER
A - LOWBOY TRAILER
B - AUTO CARRIER TRAILER
C - OTHER TANKER
D - FLAT BED
E - OTHER
F - TWIN TRAILERS

VEHICLE DEFECT — UNIT NO. 1 (21), UNIT NO. 2 (22)
1 - NONE
2 - BRAKES
3 - LIGHTS
4 - HORN
5 - STEERING
6 - WIPERS
7 - TURN SIGNALS
8 - TIRES
9 - OTHER
A - CARGO
B - WHEELS

DRIVER INTENTIONS — UNIT NO. 1 (23), UNIT NO. 2 (24)
01 - GO STRAIGHT AHEAD
02 - SLOW OR STOP
03 - START IN TRAFFIC LANE
04 - REMAIN STOPPED IN LANE
05 - PASS
06 - START FROM PARKED
07 - REMAIN PARKED - LEGALLY
08 - REMAIN PARKED - ILLEGALLY
09 - AVOID ANIMAL
10 - TURN RIGHT
11 - TURN LEFT
12 - BACK
13 - CHANGE LANES
14 - MERGE
15 - PARK

VISION OBSCURED BY — UNIT NO. 1 (25), UNIT NO. 2 (26)
01 - NOT OBSCURED
02 - RAIN, SNOW, ICE, ETC. ON WINDSHIELD
03 - FOLIAGE
04 - BUILDINGS
05 - EMBANKMENT
06 - SIGNBOARD
07 - HILLCREST
08 - PARKED VEHICLE(S)
09 - MOVING VEHICLE(S)
10 - BLINDED BY HEADLIGHTS
11 - BLINDED BY SUNLIGHT
12 - OTHER
13 - UNKNOWN IF OBSCURED
14 - DUST
15 - SMOKE

SEATING
1 2 3
4 5 6
7 8 9
P - PEDESTRIAN
M - MOTORCYCLE
B - BICYCLE
O - OTHER
U - UNKNOWN

DRIVER OR PEDESTRIAN CONDITION — UNIT NO. 1 (27), UNIT NO. 2 (28)
01 - NO APPARENT DEFECTS
02 - APPARENTLY ASLEEP
03 - ILL
04 - FATIGUED
05 - BODY DEFECTS
06 - UNKNOWN

RESTRAINT DEVICE USED
A - SAFETY BELT(S)
B - CHILD RESTRAINT DEVICE
C - AIR BAG
D - NONE

HAD BEEN DRINKING OR USING DRUGS — UNIT NO. 1 (29), UNIT NO. 2 (30)
1 - YES 2 - NO 3 - UNKNOWN

EJECTION
Y - Yes
P - Partially
N - No
U - Unknown

FIRST AID BY
P - Police
A - Amb. Attendant
D - Doctor
O - Other
U - Unknown
N - None

ALCOHOL TEST GIVEN — UNIT NO. 1 (31), UNIT NO. 2 (32)
1 - BREATH
2 - BLOOD
3 - URINE
4 - NONE

B.A.C. LEVEL — UNIT NO. 1 (33), UNIT NO. 2 (34)
1 - .01 TO .04
2 - .05 TO .07
3 - .08 TO .09
4 - .10 TO .15
5 - .16 TO .20
6 - ABOVE .20
7 - NONE

INJURY
K - Killed
I - Incapacitating injury - prevents the injured person from walking, driving or normally continuing activities.
N - Nonincapacitating evident injury - any injury which is evident to any person other than the injured.
P - Possible injury - is any other injury reported or claimed.

REFUSED TEST — UNIT NO. 1 (35), UNIT NO. 2 (36)
1 - YES 2 - NO

AGE	SEX	UNIT NO.	SEATING	RESTRAINT DEVICE	EJECTION	INJURY	FIRST AID BY

USE CODES

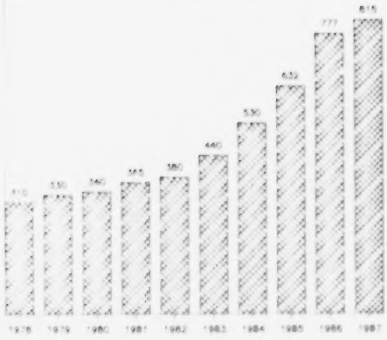
SOUTH CAROLINA

TEN YEAR TRAFFIC TRENDS

1978 - 1987

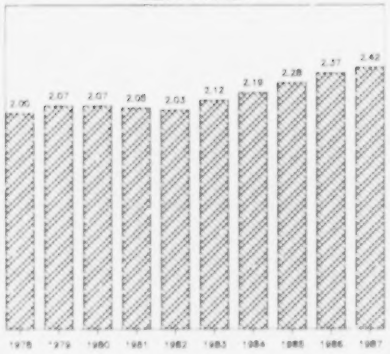
ECONOMIC LOSS

MILLIONS OF DOLLARS



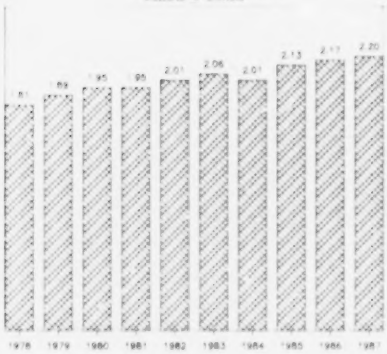
MOTOR VEHICLE REGISTRATIONS

MILLIONS OF VEHICLES



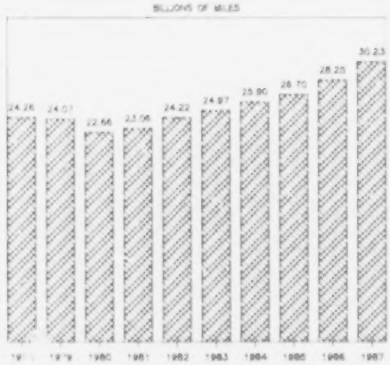
LICENSED DRIVERS

MILLIONS OF DRIVERS



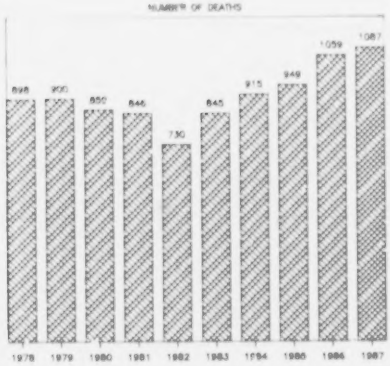
VEHICLE MILES TRAVELED

BILLIONS OF MILES



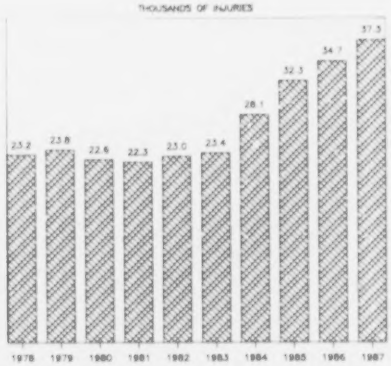
TRAFFIC DEATHS

NUMBER OF DEATHS



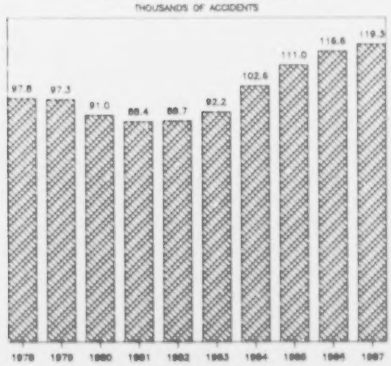
INJURIES

THOUSANDS OF INJURIES



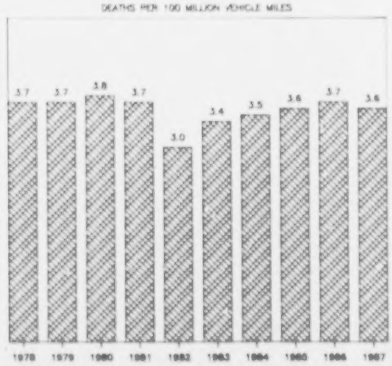
MOTOR VEHICLE ACCIDENTS

THOUSANDS OF ACCIDENTS



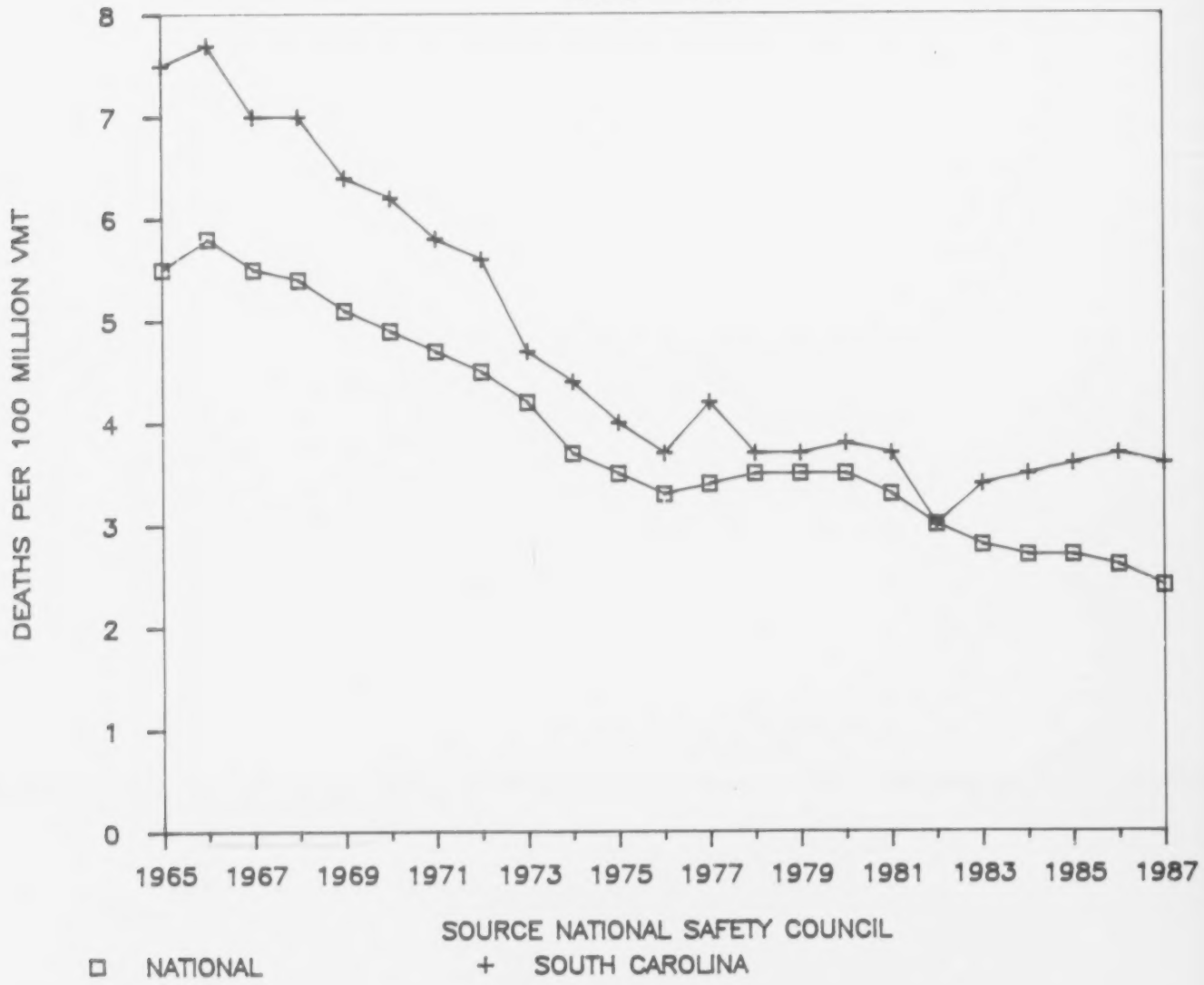
MILEAGE DEATH RATE

DEATHS PER 100 MILLION VEHICLE MILES



MOTOR VEHICLE MILEAGE DEATH RATE

1965 – 1987



From 1964 until 1982, South Carolina's death rate per hundred million vehicle miles traveled, referred to as the mileage death rate (MDR), declined from 8.0 to 3.0. In 1982, the state's death rate equaled the national rate for the first time. Beginning in 1983, the downward trend reversed and by 1986 the rate stood at 3.7. Last year, the rate declined slightly to 3.6, despite an increase in the number of fatalities. The mileage traveled on the state's highways increased enough to more than offset this increase. Nationally, the MDR continued recent trends by declining to 2.4. The decline nationally is the result of many factors including more effective countermeasures against drunken driving and the passage, by many states, of seat belt legislation.

II. Accident Characteristics

Traffic accident research is based on the assumption that all accidents have antecedent causes that can be identified and logically understood. Multiple causation is accepted as a number of prior events and conditions may lead to a traffic accident. While determination of which factor or variable contributed most toward an accident is difficult, law enforcement officers conducting accident investigations use standard procedures to identify the probable cause of traffic accidents. By searching for common patterns or factors in traffic accidents, appropriate and effective countermeasures may be developed and implemented. In the sections that follow, various characteristics/factors identified in South Carolina traffic accidents are presented; these relate to the driver, the time and location of accidents, environmental conditions, and vehicles.

The Driver

Drivers in a complex traffic environment are required to make dozens of decisions in order to safely operate their vehicles. Any incorrect decision can result in an accident. Improper driving can be the result of many factors including inexperience, distraction, physical impairment, or just plain carelessness. On the following pages, statistics are presented concerning drivers involved in motor vehicle accidents during 1987.

S. C. DRIVERS CURRENTLY LICENSED BY AGE AND SEX*

AGE	MALE	(%)	FEMALE	(%)	TOTAL	(%)
13@	239	(0.0%)	56	(0.0%)	295	(0.0%)
14@	426	(0.0%)	49	(0.0%)	475	(0.0%)
15	6,972	(0.3%)	5,535	(0.3%)	12,507	(0.6%)
16	15,995	(0.7%)	13,312	(0.6%)	29,307	(1.3%)
17	20,287	(0.9%)	16,973	(0.8%)	37,260	(1.7%)
18	21,172	(1.0%)	17,882	(0.8%)	39,054	(1.8%)
19	21,735	(1.0%)	19,335	(0.9%)	41,070	(1.9%)
20	22,754	(1.0%)	20,452	(0.9%)	43,206	(2.0%)
21	23,279	(1.1%)	21,860	(1.0%)	45,139	(2.1%)
22	24,267	(1.1%)	23,999	(1.1%)	48,266	(2.2%)
23	27,295	(1.2%)	26,937	(1.2%)	54,232	(2.5%)
24	28,169	(1.3%)	27,928	(1.3%)	56,097	(2.6%)
25-29	139,305	(6.3%)	141,189	(6.4%)	280,494	(12.8%)
30-34	133,125	(6.1%)	138,433	(6.3%)	271,558	(12.4%)
35-39	121,298	(5.5%)	124,067	(5.7%)	245,365	(11.2%)
40-44	103,964	(4.7%)	102,902	(4.7%)	206,866	(9.4%)
45-49	80,657	(3.7%)	78,362	(3.6%)	159,019	(7.2%)
50-54	67,353	(3.1%)	66,354	(3.0%)	134,007	(6.1%)
55-59	62,426	(2.8%)	61,164	(2.8%)	123,590	(5.6%)
60-64	60,065	(1.7%)	58,912	(2.7%)	118,977	(5.4%)
65-69	53,318	(2.4%)	49,967	(2.3%)	103,285	(4.7%)
70+	74,954	(3.4%)	70,325	(3.2%)	145,279	(6.6%)
TOTAL	1,109,055	(50.5%)	1,086,293	(49.5%)	2,195,348	(100.0%)

*As of 12/31/87

@Moped License Only

ALL REPORTED ACCIDENTS

AGE AND SEX OF DRIVER

1987

AGE	TOTAL ACCIDENTS			FATAL ACCIDENTS			INJURY ACCIDENTS			PROPERTY DAMAGE ACCIDENTS		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
14 and Younger	340	230	110	2	2	0	96	67	29	242	161	81
15	1242	696	546	7	4	3	260	150	110	975	542	433
16	4807	2772	2035	23	16	7	965	525	440	3819	2231	1588
17	7142	4307	2835	30	18	12	1401	817	584	5711	3472	2239
18	7936	4973	2963	41	36	5	1645	998	647	6250	3939	2311
19	7662	4894	2768	59	46	13	1581	1007	574	6022	3841	2181
20	7636	4848	2788	62	45	17	1565	1002	563	6009	3801	2208
21	7242	4686	2556	62	49	13	1530	971	559	5650	3666	1984
22	7390	4556	2834	59	44	15	1557	950	607	5774	3562	2212
23	7507	4597	2910	59	44	15	1500	903	597	5948	3650	2298
24	7118	4456	2662	40	29	11	1505	919	586	5573	3508	2065
25 to 34	53113	31159	21954	380	288	92	11352	6829	4523	41381	24042	17339
35 to 44	37988	23956	14032	228	176	52	7267	4186	3081	30493	19594	10899
45 to 54	19897	12002	7895	124	97	27	3693	2247	1446	16080	9658	6422
55 to 64	13828	9163	4665	104	80	24	2905	1764	1141	10819	7319	3500
65 and Older	14211	9077	5134	119	75	44	2762	1695	1067	11330	7307	4023
Not Stated	10977	10884	93	43	43	0	1357	1338	19	9577	9503	74
TOTALS	216036	137256	78780	1442	1092	350	42941	26368	16573	171653	109796	61857

HOME STATE OF DRIVERS INVOLVED IN SOUTH CAROLINA TRAFFIC ACCIDENTS

STATE	DRIVERS	PERCENT
Alabama	416	0.19
Alaska	13	0.01
Arizona	114	0.05
Arkansas	93	0.04
California	411	0.19
Colorado	89	0.04
Connecticut	185	0.08
Delaware	53	0.02
District of Columbia	48	0.02
Florida	1,963	0.90
Georgia	3,510	1.61
Hawaii	27	0.01
Idaho	14	0.01
Illinois	393	0.18
Indiana	245	0.11
Iowa	64	0.03
Kansas	58	0.03
Kentucky	332	0.15
Louisiana	215	0.10
Maine	77	0.04
Maryland	391	0.18
Massachusetts	144	0.07
Michigan	304	0.14
Minnesota	196	0.09
Mississippi	184	0.08
Missouri	130	0.06
Montana	20	0.01
Nebraska	30	0.01
Nevada	18	0.01
New Hampshire	63	0.03
New Jersey	420	0.19
New Mexico	37	0.02
New York	754	0.35
North Carolina	6,580	3.01
North Dakota	15	0.01
Ohio	988	0.45
Oklahoma	85	0.04
Oregon	39	0.02
Pennsylvania	706	0.32
Rhode Island	27	0.01
South Carolina	179,195	82.04
South Dakota	31	0.01
Tennessee	757	0.35
Texas	621	0.28
Utah	23	0.01
Vermont	16	0.01
Virginia	1,127	0.52
Washington	88	0.04
West Virginia	397	0.18
Wisconsin	133	0.06
Wyoming	26	0.01
Other*	16,548	7.58
STATE TOTALS	218,413	100.00

*Includes Foreign Countries, Unlicensed Drivers, and Unknown

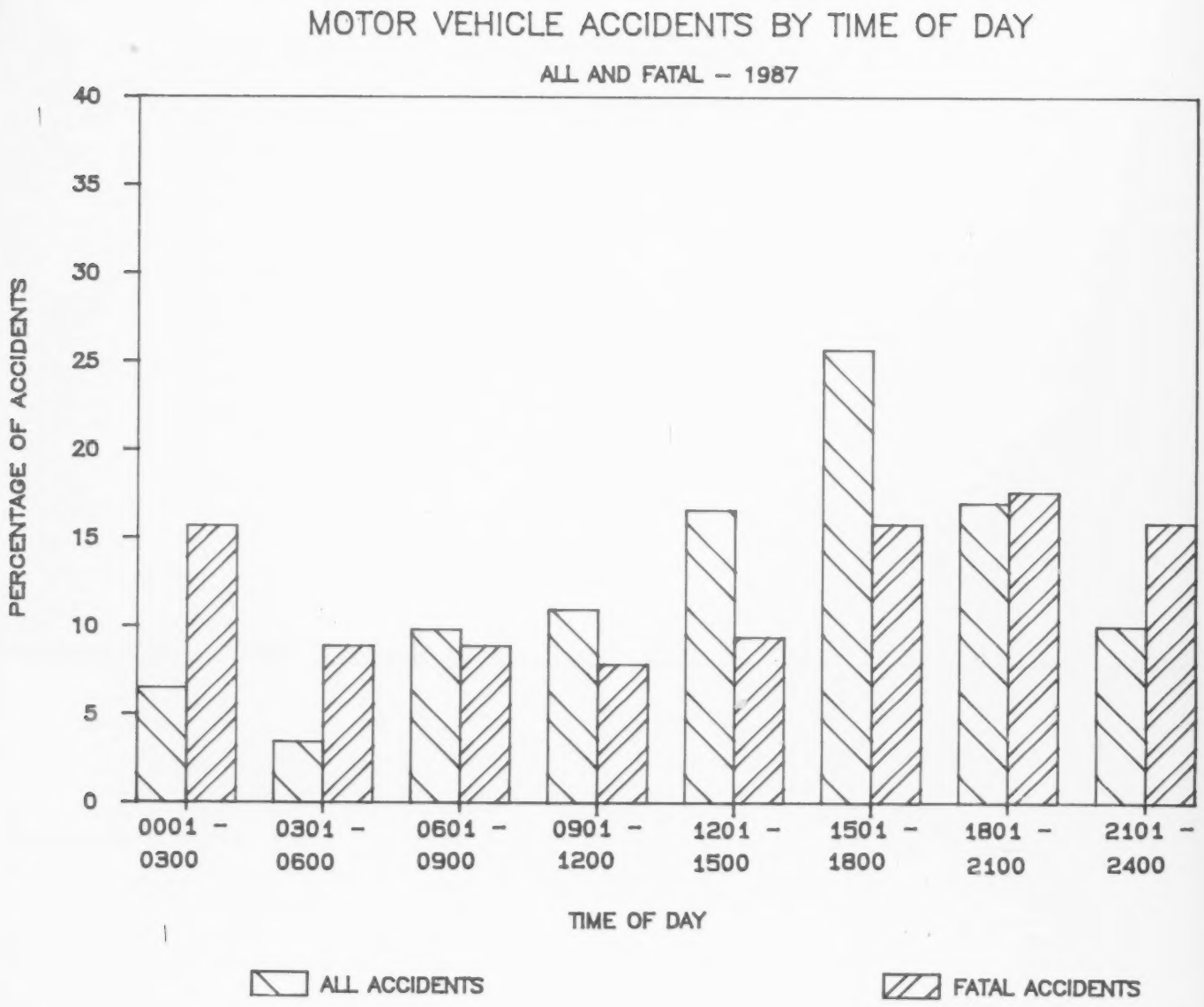
CONTRIBUTING FACTORS IN MOTOR VEHICLE ACCIDENTS

	1986		1987	
CONTRIBUTING FACTORS	DRIVERS	%	DRIVERS	%
Speed Too Fast	35,887	33.67	37,537	34.06
Failed To Yield Right of Way	23,695	22.23	24,534	22.26
Disregarded Sign or Signal	5,150	4.83	5,419	4.92
Drove Left of Center	2,584	2.42	2,560	2.32
Improper Overtaking	2,261	2.12	2,339	2.12
Followed Too Closely	8,391	7.87	9,115	8.27
Made Improper Turn	4,770	4.48	4,664	4.23
Had Been Drinking	5,160	4.84	4,996	4.53
Other Improper Driving	5,188	4.87	4,970	4.51
Mechanical Defect	1,369	1.28	1,444	1.31
Other	12,126	11.38	12,631	11.46
Total Drivers	106,581	100.00	110,209	100.00

The most frequent contributing factor in motor vehicle accidents in 1987 was excessive speed, representing more than one-third of all contributing factors indicated. Failure to yield the right-of-way was second, accounting for 22.26%.

Time

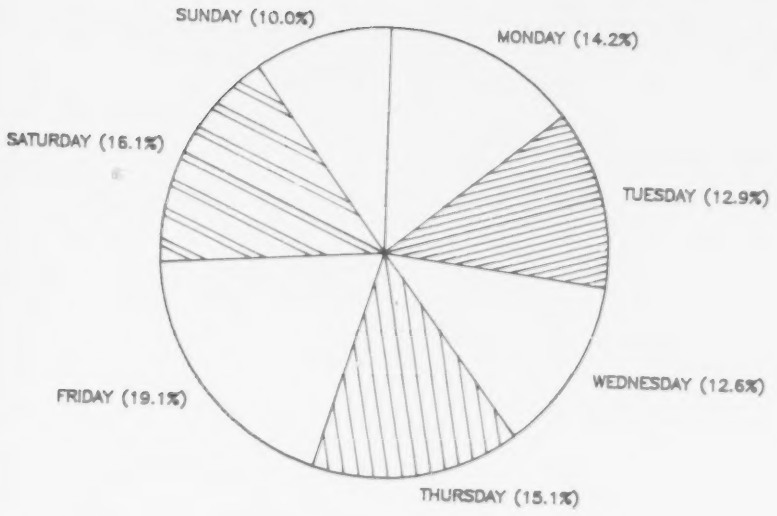
Motor vehicle accidents can occur at any time of the day, week, and year. Some time periods result in a greater number of accidents; other periods have an overrepresentation of fatal accidents. These differences may be explained by the volume of traffic, number of alcohol impaired drivers, visibility, driver attitudes, etc., which fluctuate as a function of time. On the following pages motor vehicle accidents are summarized by the various time related categories.



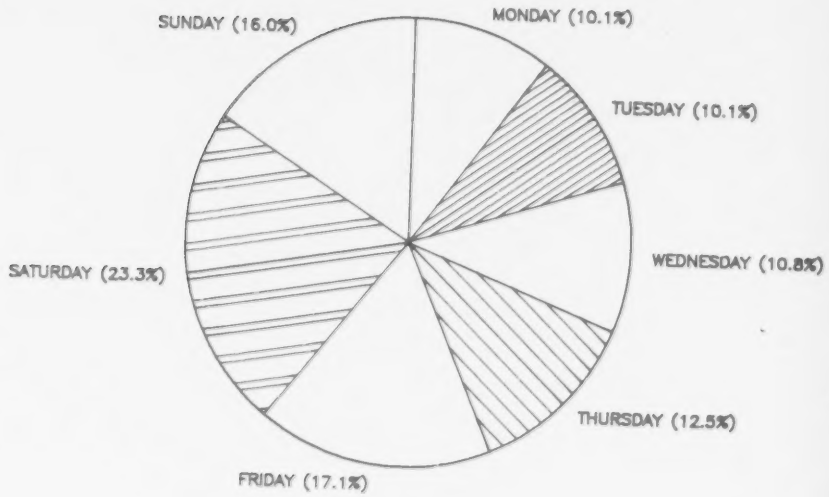
Motor vehicle accidents fluctuate as a function of time of day. As the chart indicates, the highest percentage of motor vehicle accidents occurs during the afternoon rush hour. Fatal accidents, however, are more likely to occur between 3:00 p.m. and 3:00 a.m., with the greatest percentage occurring between 6:00 p.m. to 9:00 p.m.

MOTOR VEHICLE ACCIDENTS BY DAY OF WEEK

ALL ACCIDENTS – 1987

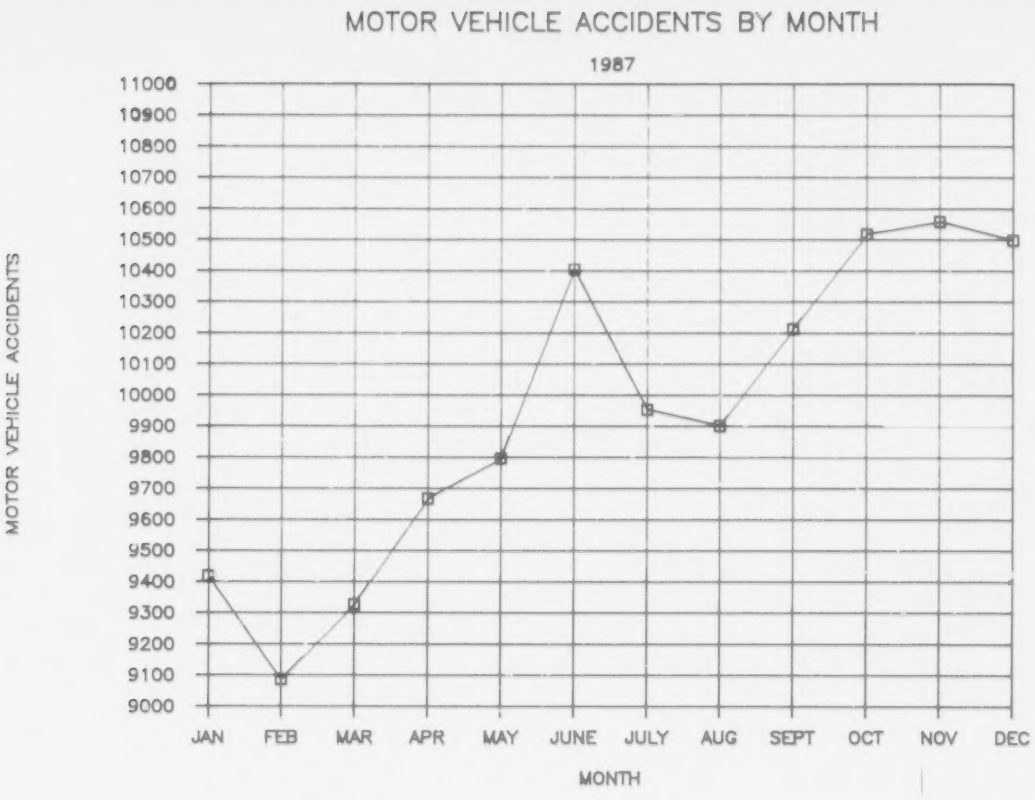


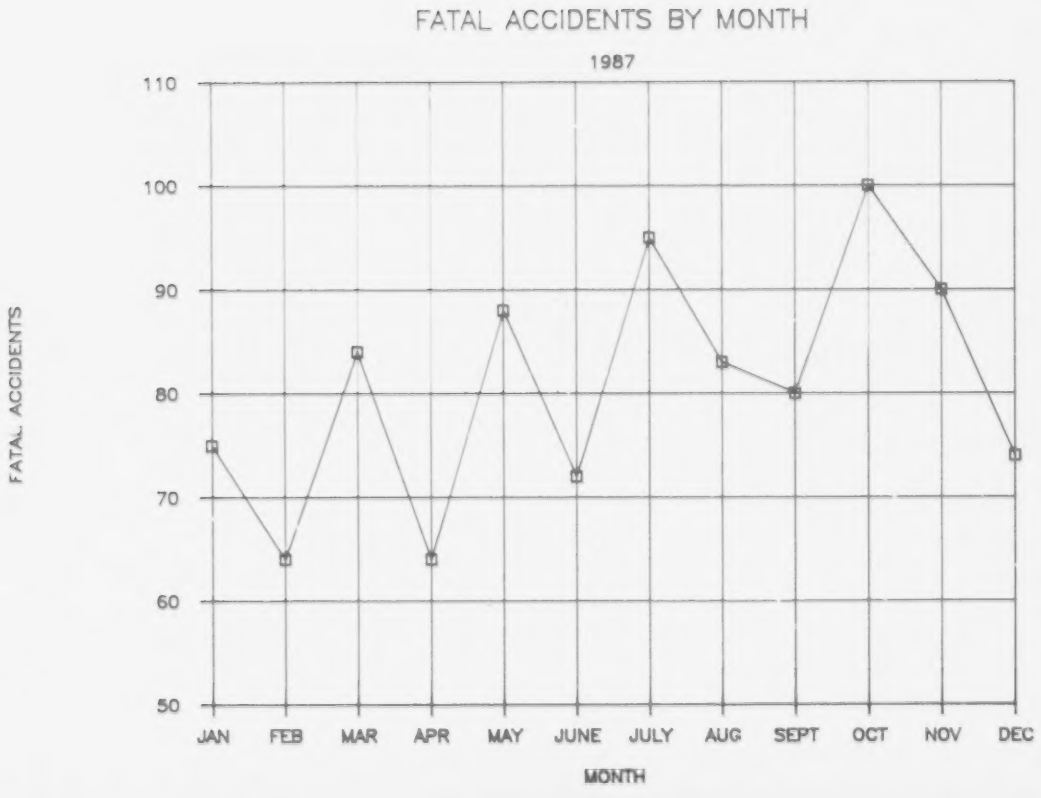
FATAL ACCIDENTS – 1987



The proportion of motor vehicle accidents fluctuated from a low of 10.0% on Sundays to a high of 19.1% on Fridays during 1987. With the exception of Friday, the incidence of all accidents tended to be fairly equally distributed among the seven days of the week. Each individual day accounts for slightly more than 14% of the week.

In general, fatal accidents are skewed toward the weekend days. The top three days for these accidents were Saturday, Friday, and Sunday in that order. A total of 23.3% of fatal accidents occurred on a Saturday.


MOTOR VEHICLE ACCIDENTS BY MONTH
1987
MOTOR VEHICLE ACCIDENTS
11000
10900
10800
10700
10600
10500
10400
10300
10200
10100
10000
9900
9800
9700
9600
9500
9400
9300
9200
9100
9000
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC
MONTH


FATAL ACCIDENTS BY MONTH
1987
FATAL ACCIDENTS
110
100
90
80
70
60
50
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC
MONTH

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1987

JANUARY

SUN	MON	TUE	WED	THUR	FRI	SAT
				1 4	2 9	3 10
4 3	5 2	6 0	7 2	8 7	9 1	10 6
11 1	12 1	13 2	14 2	15 0	16 6	17 2
18 3	19 0	20 4	21 0	22 3	23 2	24 2
25 3	26 0	27 1	28 2	29 5	30 5	31 2
TOTAL 10	3	7	6	19	23	22

90

FEBRUARY

SUN	MON	TUE	WED	THUR	FRI	SAT
1 2	2 2	3 2	4 0	5 2	6 1	7 8
8 1	9 0	10 1	11 2	12 3	13 5	14 10
15 1	16 1	17 1	18 1	19 1	20 0	21 3
22 5	23 2	24 1	25 1	26 5	27 2	28 4
TOTAL 9	5	5	4	11	8	25

67

MARCH

SUN	MON	TUE	WED	THUR	FRI	SAT
1 6	2 1	3 0	4 4	5 3	6 7	7 3
8 4	9 1	10 1	11 2	12 2	13 4	14 4
15 5	16 4	17 1	18 2	19 3	20 2	21 4
22 8	23 3	24 1	25 3	26 3	27 3	28 6
29 1	30 4	31 0				
TOTAL 24	13	3	11	11	16	17

95

APRIL

SUN	MON	TUE	WED	THUR	FRI	SAT
			1 1	2 2	3 1	4 3
5 2	6 3	7 0	8 2	9 1	10 2	11 7
12 3	13 1	14 1	15 4	16 1	17 2	18 5
19 3	20 2	21 3	22 3	23 1	24 4	25 1
26 3	27 1	28 4	29 0	30 1		
TOTAL 11	7	8	10	6	9	16

67

MAY

SUN	MON	TUE	WED	THUR	FRI	SAT
					1 3	2 6
3 1	4 4	5 5	6 1	7 2	8 3	9 1
10 3	11 4	12 2	13 2	14 3	15 4	16 4
17 3	18 2	19 1	20 3	21 4	22 1	23 3
24 5	25 2	26 2	27 3	28 1	29 8	30 8
31 6						
TOTAL 18	12	10	9	10	19	22

100

JUNE

SUN	MON	TUE	WED	THUR	FRI	SAT
	1 4	2 3	3 3	4 1	5 0	6 4
7 1	8 2	9 2	10 1	11 2	12 0	13 2
14 3	15 1	16 2	17 2	18 1	19 3	20 6
21 3	22 4	23 1	24 4	25 2	26 9	27 9
28 4	29 1	30 1				
TOTAL 11	12	9	10	6	12	21

81

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1987

JULY

SUN	MON	TUE	WED	THUR	FRI	SAT
			1 3	2 4	3 4	4 3
5 3	6 0	7 2	8 8	9 3	10 1	11 7
12 5	13 4	14 3	15 2	16 1	17 4	18 7
19 4	20 3	21 3	22 1	23 2	24 3	25 7
26 2	27 3	28 2	29 3	30 2	31 6	
TOTAL 14	10	10	17	12	18	24

105

AUGUST

SUN	MON	TUE	WED	THUR	FRI	SAT
						1 7
2 6	3 5	4 3	5 1	6 2	7 4	8 6
9 3	10 0	11 4	12 2	13 2	14 1	15 3
16 5	17 4	18 2	19 4	20 1	21 2	22 4
23 3	24 3	25 1	26 1	27 1	28 1	29 6
30 2	31 0					
TOTAL 19	12	10	8	6	8	26

89

SEPTEMBER

SUN	MON	TUE	WED	THUR	FRI	SAT
		1 1	2 5	3 4	4 9	5 18
6 0	7 4	8 0	9 0	10 1	11 4	12 3
13 2	14 3	15 2	16 2	17 1	18 7	19 4
20 4	21 2	22 1	23 2	24 6	25 0	26 3
27 3	28 0	29 1	30 5			
TOTAL 9	9	5	14	12	20	28

97

OCTOBER

SUN	MON	TUE	WED	THUR	FRI	SAT
				1 5	2 4	3 7
4 1	5 6	6 1	7 3	8 1	9 5	10 6
11 6	12 0	13 1	14 1	15 3	16 0	17 9
18 3	19 0	20 4	21 1	22 0	23 4	24 11
25 5	26 5	27 4	28 1	29 2	30 6	31 6
TOTAL 15	11	10	6	11	19	39

111

NOVEMBER

SUN	MON	TUE	WED	THUR	FRI	SAT
1 6	2 5	3 5	4 2	5 4	6 3	7 1
8 5	9 1	10 4	11 1	12 3	13 2	14 8
15 6	16 1	17 5	18 2	19 3	20 3	21 5
22 4	23 2	24 2	25 0	26 8	27 7	28 3
29 1	30 3					
TOTAL 22	12	16	5	18	15	17

105

DECEMBER

SUN	MON	TUE	WED	THUR	FRI	SAT
		1 1	2 3	3 2	4 3	5 2
6 2	7 1	8 0	9 1	10 1	11 6	12 2
13 0	14 3	15 5	16 4	17 1	18 3	19 7
20 4	21 3	22 0	23 3	24 5	25 5	26 1
27 3	28 3	29 3	30 1	31 2		
TOTAL 9	10	9	12	11	17	12

80

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed			Fatal Accidents		
Memorial Day					Rural	Urban	Total	Rural	Urban	Total
1978	6 p.m.	5/26 - 5/29	78	Monday	18	1	19	14	1	15
1979	6 p.m.	5/25 - 5/28	78	Monday	6	1	7	6	1	7
1980	6 p.m.	5/23 - 5/26	78	Monday	8	0	8	7	0	7
1981	6 p.m.	5/22 - 5/25	78	Monday	10	2	12	10	1	11
1982	6 p.m.	5/28 - 5/31	78	Monday	5	0	5	4	0	4
1983	6 p.m.	5/27 - 5/30	78	Monday	7	0	7	6	0	6
1984	6 p.m.	5/25 - 5/28	78	Monday	5	0	5	5	0	5
1985	6 p.m.	5/24 - 5/27	78	Monday	10	2	12	8	2	10
1986	6 p.m.	5/23 - 5/26	78	Monday	16	1	17	13	1	14
1987	6 p.m.	5/22 - 5/25	78	Monday	10	0	10	8	0	8
Fourth of July										
1978	6 p.m.	6/30 - 7/04	102	Tuesday	14	1	15	14	1	15
1979	6 p.m.	7/03 - 7/04	30	Wednesday	2	0	2	2	0	2
1980	6 p.m.	7/03 - 7/06	78	Friday	4	2	6	4	2	6
1981	6 p.m.	7/02 - 7/05	78	Saturday	10	3	13	10	2	12
1982	6 p.m.	7/02 - 7/04	78	Sunday	5	3	8	5	2	7
1983	6 p.m.	7/01 - 7/04	78	Monday	10	7	17	8	5	13
1984	6 p.m.	7/03 - 7/04	30	Wednesday	3	0	3	2	0	2
1985	6 p.m.	7/03 - 7/07	102	Thursday	16	4	20	14	4	18
1986	6 p.m.	7/03 - 7/06	78	Friday	16	1	17	16	1	17
1987	6 p.m.	7/02 - 7/05	78	Saturday	12	1	13	12	1	13

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Persons	Persons Killed			Fatal Accidents		
Labor Day					Rural	Urban	Total	Rural	Urban	Total
1978	6 p.m.	9/01 - 9/04	78	Monday	6	2	8	6	2	8
1979	6 p.m.	8/31 - 9/03	78	Monday	8	0	8	7	0	7
1980	6 p.m.	8/29 - 9/01	78	Monday	8	4	12	7	4	11
1981	6 p.m.	9/04 - 9/07	78	Monday	7	1	8	7	1	8
1982	6 p.m.	9/03 - 9/06	78	Monday	9	1	10	8	1	9
1983	6 p.m.	9/02 - 9/05	78	Monday	10	1	11	10	1	11
1984	6 p.m.	8/31 - 9/03	78	Monday	12	0	12	10	0	10
1985	6 p.m.	8/30 - 9/02	78	Monday	8	3	11	8	3	11
1986	6 p.m.	9/29 - 9/01	78	Monday	14	0	14	7	0	7
1987	6 p.m.	9/04 - 9/07	78	Monday	25	1	25	14	1	14
Thanksgiving										
1978	6 p.m.	11/22 - 11/26	102	Thursday	16	1	17	11	1	12
1979	6 p.m.	11/21 - 11/25	102	Thursday	13	2	15	10	2	12
1980	6 p.m.	11/26 - 11/30	102	Thursday	9	0	9	8	0	8
1981	6 p.m.	11/25 - 11/29	102	Thursday	6	1	7	6	1	7
1982	6 p.m.	11/24 - 11/28	102	Thursday	6	0	6	5	0	5
1983	6 p.m.	11/23 - 11/27	102	Thursday	12	1	13	10	1	11
1984	6 p.m.	11/21 - 11/25	102	Thursday	11	2	13	11	2	13
1985	6 p.m.	11/27 - 12/01	102	Thursday	11	2	13	10	2	12
1986	6 p.m.	11/26 - 11/30	102	Thursday	15	1	16	11	1	12
1987	6 p.m.	11/25 - 11/29	102	Thursday	15	4	19	14	1	15

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed			Fatal Accidents		
Christmas					Rural	Urban	Total	Rural	Urban	Total
1978	6 p.m.	12/22 - 12/25	78	Monday	15	2	17	15	2	17
1979	6 p.m.	12/21 - 12/25	102	Tuesday	8	0	8	8	0	8
1980	6 p.m.	12/24 - 12/28	102	Thursday	11	2	13	11	1	12
1981	6 p.m.	12/24 - 12/27	78	Friday	13	0	13	10	0	10
1982	6 p.m.	12/23 - 12/26	78	Saturday	7	1	8	7	1	8
1983	6 p.m.	12/23 - 12/26	78	Sunday	9	1	10	8	1	9
1984	6 p.m.	12/21 - 12/25	102	Tuesday	18	2	20	17	2	19
1985	6 p.m.	12/24 - 12/25	30	Wednesday	6	0	6	4	0	4
1986	6 p.m.	12/24 - 12/28	102	Thursday	12	4	16	12	3	15
1987	6 p.m.	12/24 - 12/27	78	Friday	8	2	10	8	2	10
New Years										
1978	6 p.m.	12/29/78 - 01/01/79	78	Monday	8	2	10	8	2	10
1979	6 p.m.	12/28/79 - 01/01/80	102	Tuesday	8	1	9	8	1	9
1980	6 p.m.	12/31/80 - 01/04/81	102	Thursday	4	2	6	4	2	6
1981	6 p.m.	12/31/81 - 01/03/82	78	Friday	8	0	8	8	0	8
1982	6 p.m.	12/30/82 - 01/02/83	78	Saturday	6	2	8	6	2	8
1983	6 p.m.	12/30/83 - 01/02/84	78	Sunday	8	0	8	8	0	8
1984	6 p.m.	12/28/84 - 01/01/85	102	Tuesday	12	0	12	10	0	10
1985	6 p.m.	12/31/85 - 01/01/86	30	Wednesday	4	0	4	4	0	4
1986	6 p.m.	12/31/86 - 01/04/87	102	Thursday	25	2	27	18	2	20
1987	6 p.m.	12/31/87 - 01/03/88	78	Friday	5	1	6	5	1	6

Location

The following pages present various statistics concerning the location of accidents. Charleston County had the greatest number of motor vehicle accidents in the state during 1987. Richland, Greenville, and Horry had the second, third, and fourth largest accident totals respectively.

The predominately urban counties of Greenville, Richland, and Charleston Counties experienced the greatest number of fatalities in 1987. Sparsely populated Allendale and McCormick Counties had the fewest fatalities during the year. State Secondary routes had the most fatalities of the five major route category types.

SOUTH CAROLINA

TRAFFIC ACCIDENT DEATHS

BY HIGHWAY DISTRICT

1986 vs. 1987

DISTRICT #1		
	DEATHS	
COUNTY	1986	1987
Aiken	27	34
Kershaw	25	16
Lee	9	4
Lexington	48	38
Richland	64	70
Sumter	32	30
TOTAL	205	192

DISTRICT #2		
	DEATHS	
COUNTY	1986	1987
Abbeville	4	8
Edgefield	12	8
Greenwood	13	13
Laurens	16	15
McCormick	5	3
Newberry	10	8
Saluda	6	9
TOTAL	66	64

DISTRICT #3		
	DEATHS	
COUNTY	1986	1987
Anderson	42	56
Greenville	74	87
Oconee	17	25
Pickens	25	18
Spartanburg	56	52
TOTAL	214	238

DISTRICT #4		
Cherokee	13	22
Chester	11	12
Chesterfield	15	16
Fairfield	14	13
Lancaster	15	17
Union	8	11
York	37	43
TOTAL		

DISTRICT #5		
Darlington	29	23
Dillon	19	19
Florence	34	38
Georgetown	21	27
Horry	64	61
Marion	12	18
Marlboro	8	11
Williamsburg	15	29
TOTAL	202	226

DISTRICT #6		
Beaufort	18	17
Berkeley	32	27
Charleston	61	61
Colleton	18	23
Dorchester	25	20
Jasper	14	17
TOTAL	168	165

DISTRICT #7		
Allendale	2	1
Bamberg	3	7
Barnwell	5	4
Calhoun	6	9
Clarendon	27	14
Hampton	7	5
Orangeburg	41	28
TOTAL	91	68

STATE TOTAL		
District #1	205	192
District #2	66	64
District #3	214	238
District #4	113	134
District #5	202	226
District #6	168	165
District #7	91	68
TOTAL	1059	1087

SOUTH CAROLINA

MOTOR VEHICLE TRAFFIC ACCIDENTS BY COUNTIES

1987

COUNTY	NUMBER OF ACCIDENTS								TOTAL INJURED		TOTAL KILLED			
	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL				1987		1986	
	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL
Abbeville	3	7	62	109	231	399	296	515	104	166	4	8	4	4
Aiken	16	33	515	814	1849	2854	2380	3701	776	1178	16	34	14	27
Allendale	1	1	27	41	136	210	164	252	40	58	1	1	1	2
Anderson	31	48	526	862	2242	3640	2799	4550	888	1411	38	56	25	42
Bamberg	4	6	31	47	229	396	264	449	46	68	5	7	2	3
Barnwell	3	4	40	64	225	318	268	386	71	122	3	4	3	5
Beaufort	11	16	279	389	1501	2134	1791	2539	468	619	12	17	12	18
Berkeley	10	25	317	642	1185	2331	1512	2998	495	943	11	27	22	32
Calhoun	4	8	42	57	174	259	220	324	73	93	5	9	4	6
Charleston	38	58	1961	3181	6429	10776	8428	14015	2998	4719	39	61	34	61
Cherokee	10	15	174	300	713	1067	897	1382	285	478	17	22	10	13
Chester	7	10	167	241	429	648	603	899	282	407	9	12	9	11
Chesterfield	9	16	180	298	408	600	597	914	309	504	9	16	10	15
Clarendon	7	11	81	111	382	572	470	694	135	184	10	14	19	27
Colleton	12	18	131	195	716	1063	859	1276	247	352	16	23	14	18
Darlington	10	22	315	550	701	1254	1026	1826	553	929	10	23	15	29
Dillon	9	16	184	300	477	755	670	1071	311	494	12	19	10	19
Dorchester	13	19	236	379	1135	1927	1384	2325	324	515	14	20	12	25
Edgefield	6	8	50	80	245	380	301	468	71	108	6	8	7	12
Fairfield	10	11	117	204	394	599	521	814	216	343	12	13	7	14
Florence	15	33	512	1058	1392	2714	1919	3805	874	1744	18	38	14	34
Georgetown	15	24	186	312	699	1086	900	1422	332	529	17	27	14	21
Greenville	48	82	1113	1899	5919	10359	7080	12340	1679	2766	52	87	46	74
Greenwood	7	13	312	497	920	1445	1239	1955	507	790	7	13	8	13
Hampton	3	5	66	85	262	369	331	459	106	136	3	5	3	7
Horry	40	57	1112	1537	3983	5453	5135	7047	1803	2415	44	61	39	64
Jasper	12	15	70	87	431	542	513	644	99	127	14	17	13	14
Kershaw	6	15	115	193	643	1051	764	1259	192	330	7	16	13	25
Lancaster	8	16	303	528	731	1243	1042	1787	512	865	8	17	9	15
Laurens	9	12	222	325	783	1246	1014	1583	330	472	12	15	11	16
Lee	2	4	51	92	231	354	284	450	84	146	2	4	6	9
Lexington	18	34	656	1031	2893	4518	3567	5583	1017	1602	20	38	23	48
McCormick	1	1	34	52	113	189	148	242	53	78	3	3	0	5
Marion	9	15	143	251	480	832	632	1098	249	411	11	18	6	12
Marlboro	6	10	127	214	308	496	441	720	227	360	6	11	5	8
Newberry	4	7	135	205	497	821	636	1033	221	320	5	8	7	10
Oconee	13	20	168	300	685	1153	866	1473	257	456	18	25	9	17
Orangeburg	20	25	400	563	1595	2312	2015	2900	660	888	23	28	27	47
Pickens	9	17	286	445	1232	1895	1527	2357	414	639	10	18	9	25
Richland	38	65	1672	2499	6855	10700	8565	13264	2560	3764	43	70	37	64
Saluda	3	6	46	75	175	262	224	343	73	115	6	9	3	6
Spartanburg	32	48	797	1321	3796	6224	4625	7593	1243	1984	35	52	38	56
Sumter	13	24	244	403	1486	2222	1743	2649	393	621	18	30	14	32
Union	3	10	102	192	348	613	453	815	162	299	3	11	7	8
Williamsburg	9	20	97	213	364	638	470	871	174	357	18	29	9	15
York	27	39	565	883	2188	3332	2780	4254	889	1382	31	43	22	37
TOTALS	584	969	14969	24124	58810	94251	74363	119344	23802	37287	683	1087	626	1059

SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS*		NUMBER OF INJURIES*		NUMBER OF DEATHS*	
		1986	1987	1986	1987	1986	1987
Columbia	101,208	13648	13486	3408	3629	45	41
Charleston	69,510	9360	9125	2669	2678	41	26
North Charleston	62,534	3771	4146	1281	1334	15	16
Greenville	58,242	8985	9103	1767	1992	35	50
Spartanburg	43,968	4416	4541	1180	1351	15	14
Rock Hill	35,344	2303	2286	685	728	5	6
Florence	30,062	2197	2023	852	819	16	9
Anderson	27,313	2044	2110	649	690	7	14
Sumter	24,890	1367	1403	420	378	5	5
Greenwood	21,613	1105	1075	412	463	2	4
Myrtle Beach	18,446	2180	2084	764	836	6	10
Goose Creek	17,811	385	400	127	134	2	0
Hilton Head	17,500	675	715	78	90	0	1
Aiken	14,978	767	801	260	253	3	2
Orangeburg	14,933	1035	1101	402	421	2	2
Easley	14,264	597	655	275	260	3	0
Mount Pleasant	13,838	703	770	252	273	1	3
North Augusta	13,593	1428	1554	385	464	8	3
Gaffney	13,453	534	523	159	214	0	1
Hanahan	13,224	184	202	70	69	0	3
Cayce	11,701	459	448	162	184	1	1
Laurens	10,587	381	423	140	158	0	0
Greer	10,525	509	524	220	164	0	2
Union	10,523	347	323	140	96	0	4
West Columbia	10,409	690	621	231	179	2	0
Conway	10,240	555	558	131	176	1	2
Georgetown	10,144	561	514	239	215	0	1
Newberry	9,866	296	326	114	137	2	2
Lancaster	9,603	540	574	199	252	2	3
Simpsonville	9,037	247	216	79	64	0	1

*NOTE: Includes urban limits

SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS* 1986	1987	NUMBER OF INJURIES* 1986	1987	NUMBER OF DEATHS* 1986	1987
Bennettsville	8,744	220	244	126	139	0	1
Beaufort	8,634	514	461	150	196	1	0
Clinton	8,596	250	268	79	82	1	1
Mauldin	8,245	273	323	72	71	0	0
Clemson	8,118	478	481	118	129	3	1
Darlington	7,989	250	243	119	102	3	0
Marion	7,700	253	261	118	92	2	1
Hartsville	7,631	343	388	147	162	0	1
Camden	7,462	307	339	84	124	2	0
Seneca	7,436	338	306	84	107	1	0
Dillon	7,060	362	362	200	153	1	0
Chester	6,820	164	193	69	75	1	0
Lake City	6,731	238	255	101	110	0	1
York	6,412	226	227	100	91	1	2
Summerville	6,368	518	636	140	142	1	0
Walterboro	6,209	359	389	111	165	2	0
Mullins	6,068	180	180	63	39	0	0
Forest Acres	6,033	314	305	75	91	0	1
Abbeville	5,833	129	146	58	51	0	0
Cheraw	5,654	183	222	92	105	1	0
Barnwell	5,572	170	149	61	78	3	2
Belton	5,312	118	126	35	57	0	1
Woodruff	5,171	115	122	48	48	2	0
Manning	4,746	147	134	36	56	1	0
Denmark	4,434	76	87	23	23	1	0
Allendale	4,400	102	99	41	26	0	0
Williamston	4,310	102	96	10	32	0	0
Fountain Inn	4,226	110	125	46	43	0	3
Fort Mill	4,162	128	152	28	44	2	1
Kingstree	4,147	161	172	63	63	1	0

*NOTE: Includes urban limits

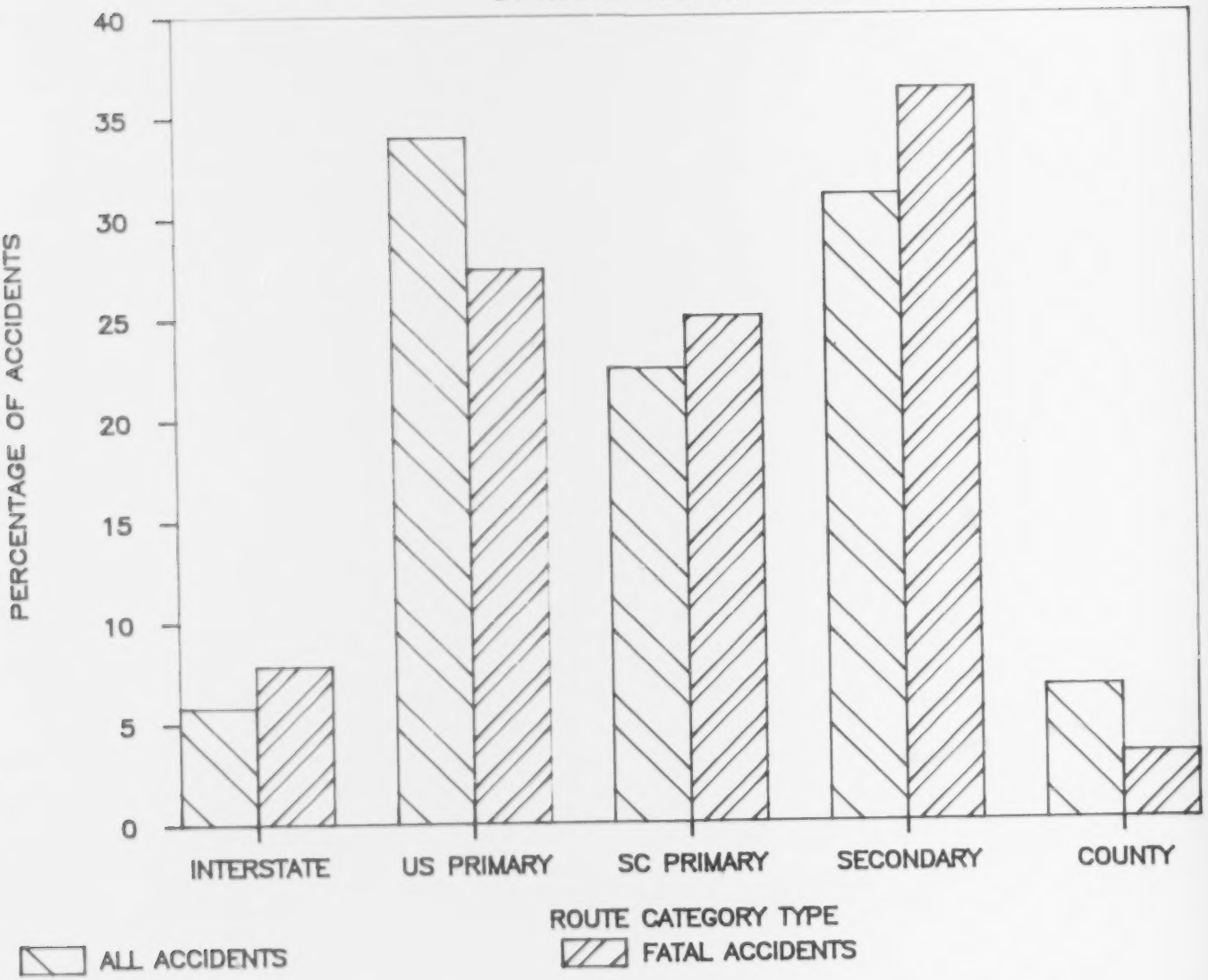
SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS* 1986	1987	NUMBER OF INJURIES* 1986	1987	NUMBER OF DEATHS* 1986	1987
Honea Path	4,114	79	88	22	22	0	0
Batesburg	4,023	130	135	37	53	0	1
Walhalla	3,977	176	142	27	42	2	0
North Myrtle Beach	3,960	765	721	262	249	2	2
Irmo	3,952	126	154	48	46	0	1
Moncks Corner	3,699	208	227	86	81	1	0
Bamberg	3,672	89	104	21	21	1	1
Clover	3,451	120	101	28	36	0	1
Bishopville	3,429	86	89	41	34	0	0
Isle of Palms	3,421	69	63	13	31	0	1
Pickens	3,199	150	133	31	33	0	0
Williston	3,173	64	36	17	7	0	0
Liberty	3,167	68	71	18	22	2	0
Pendleton	3,154	62	56	22	27	0	0
Hampton	3,142	97	92	42	48	0	0
Westminister	3,114	102	100	21	18	0	0
Andrews	3,034	126	107	67	55	1	0
Travelers Rest	3,017	139	118	37	46	2	0
Springdale	2,985	138	156	38	64	1	0
Port Royal	2,977	94	103	31	47	0	0
Winnsboro	2,919	98	104	34	66	0	0
Blackville	2,840	41	39	31	27	0	1
Saluda	2,752	93	78	28	23	0	0
Pageland	2,720	73	70	23	34	0	2
Edgefield	2,713	50	53	9	9	0	0
McColl	2,677	40	54	11	21	0	0
New Ellenton	2,628	27	25	21	2	0	0
Johnston	2,624	58	68	14	11	1	0
Great Falls	2,601	65	62	19	27	0	0
Surfside Beach	2,522	185	252	78	97	2	2

*NOTE: Includes urban limits

ALL AND FATAL ACCIDENTS

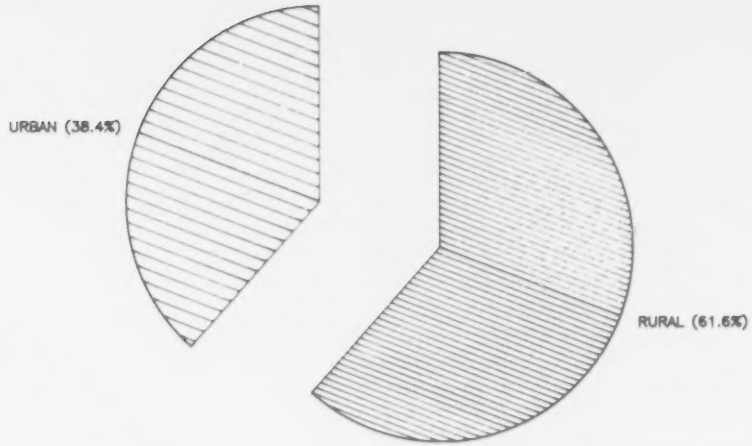
BY ROUTE CATEGORY – 1987



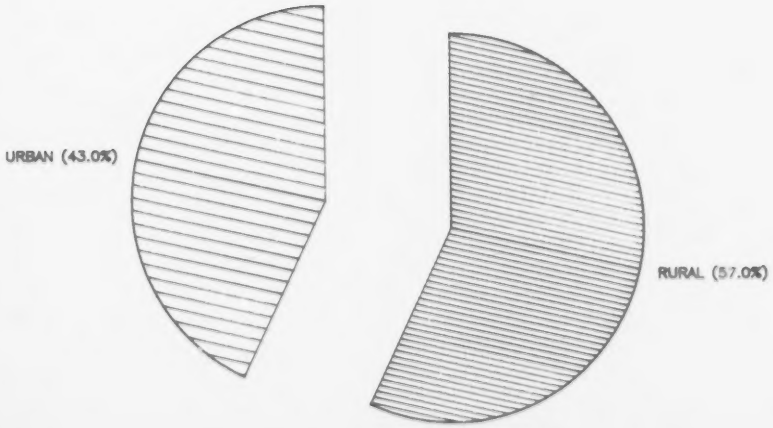
The greatest number of motor vehicle accidents occur on U.S. primary routes. Nearly 34% of all accidents occur on the U.S. primary routes compared to 31% on the secondary routes. An even greater percentage of fatal accidents occur on the secondary routes. More than 36% of the fatal accidents occur on the secondary routes compared to 27% on the next highest category (U.S. primary). Interstate highways accounted for the smallest proportion of motor vehicle accidents, with less than 6% of all accidents occurring on these routes; less than 8% of all fatal accidents occurred on the interstates. County routes experienced the smallest proportion of fatal accidents.

MOTOR VEHICLE ACCIDENTS ON RURAL VERSUS URBAN ROUTES 1987

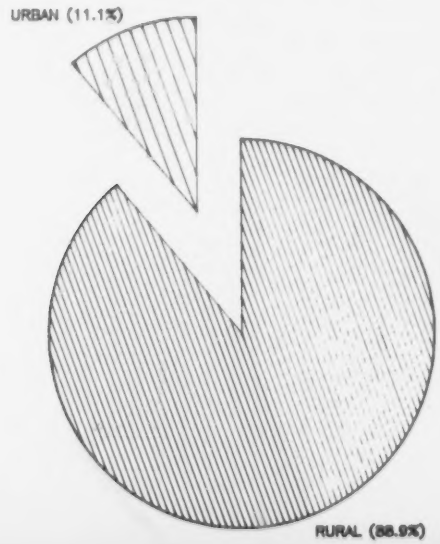
ALL MOTOR VEHICLE ACCIDENTS



INJURY ACCIDENTS



FATAL ACCIDENTS



Environment

A number of external factors may contribute to the occurrence of motor vehicle accidents. These are referred to as the environment. Road surface, weather, light, road character, traffic control, and road defects all may be factors contributing to the occurrence or severity of an accident. On the following pages environmental statistics are presented.

MOTOR VEHICLE ACCIDENTS - ENVIRONMENT

1987

SURFACE CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Dry	92879	77.8	801	82.6
Wet	24938	20.9	257	16.2
Icy	1398	1.2	10	1.0
Muddy	87	0.1	1	0.1
Debris	42	0.0	0	0.0
Total	119344	100.0	969	100.0

More than three quarters of all motor vehicle accidents occurred on dry pavement in 1987. An even greater percentage of fatal accidents were on a dry surface. This is to be expected since the vast majority of travel occurs on dry pavement. Given the amount of travel involved, wet and icy surfaces would probably be over represented in these statistics.

WEATHER CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Fog, Smog	848	0.7	7	0.7
Hail	21	0.0	0	0.0
High Wind	53	0.0	0	0.0
Clear	97209	81.5	832	85.8
Rain	20386	17.1	124	12.8
Snow, Sleet	827	0.7	6	0.6
Total	119344	100.0	969	100.0

More than 80% of all accidents and nearly 86% of fatal accidents occurred in clear weather during 1987. These figures are consistent with the surface condition statistics. Again, a very high percentage of travel takes place in clear weather.

LIGHT CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Daylight	826487	69.3	437	45.1
Dawn	1395	1.2	17	1.8
Dusk	2947	2.5	20	2.1
Dark (Lighting Unspecified)	27034	22.7	462	47.7
Dark (Street Lamps Lit)	4932	4.1	30	3.1
Not Specified	389	0.3	3	0.3
Total	119344	100.0	969	100.0

Nearly 70% of all accidents occurred in daylight in 1987. This was not the case with fatal accidents; however, more than half of all fatal accidents occurred in the dark.

*Percentage was rounded and may not add up to 100%

MOTOR VEHICLE ACCIDENTS - ENVIRONMENT

1987

TRAFFIC CONTROL	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Stop Sign	19382	16.2	100	10.3
Stop and Go Signal	20076	16.8	47	4.9
Yield Sign	2281	1.9	11	1.1
Officer or Flagman	361	0.3	1	0.1
RR Crossing Gates/Lights	98	0.1	0	0.0
RR Flashing Lights	195	0.2	1	0.1
None	68688	57.6	679	70.0
Other Regulatory Sign	7484	6.3	123	12.7
RR Crossbucks Only	106	0.1	2	0.2
Not Stated	673	0.6	5	0.5
Total	119344	100.0	969	100.0

Over 57% of all motor vehicle accidents occurred where no traffic control device was in place. Seventy (70) percent of all fatal accidents occurred where there was no traffic control device.

ROAD CHARACTER	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Straight - Level	85471	71.6	545	56.2
Straight - On Grade	16556	13.9	129	13.3
Straight - Hillcrest	2467	2.1	20	2.1
Curve - Level	8038	7.6	182	18.8
Curve - On Grade	4964	4.2	84	9.7
Curve - Hillcrest	484	0.4	6	0.6
Not Stated	364	0.3	3	0.3
Total	119344	100.0	969	100.0

More than 70% of all accidents occur on straight and level highways. This percentage declines to about 56% for fatal accidents. More than twice the proportion of fatal accidents compared to accidents in general occur on curves.

ROAD DEFECT	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
None	115123	96.5	935	96.5
Low Shoulder	1252	1.0	16	1.7
High Shoulder	380	0.3	0	0.0
Ruts, Holes, Bumps	546	0.5	5	0.5
Road Under Construction/ Maintenance	974	0.8	7	0.7
Other	1069	0.9	6	0.6
Total	119344	100.0	969	100.0

An overrwhelming majority of both all and fatal accidents occurred where there is no road defect. The most frequent defect was the low shoulder which was cited in 1.0% and 1.7% of all and fatal accidents respectively.

*Percentages are rounded and may not add up to 100%

Vehicles

There was a total of 216,998 vehicles involved in motor vehicle accidents in 1987. More than 78% (169,967) were standard passenger automobiles. There were 2,422,359 motor vehicles registered in South Carolina during 1987. This represents an increase of 2.4% over 1986. This is approximately the same percentage increase as that for motor vehicle accidents.

MOTOR VEHICLE REGISTRATIONS BY COUNTY

	1986		1987	
	REGISTRATIONS	PERCENT	REGISTRATIONS	PERCENT
Abbeville	17,575	0.7%	17,925	0.7%
Aiken	88,864	3.8%	91,234	3.8%
Allendale	6,317	0.3%	6,367	0.3%
Anderson	107,685	4.6%	110,859	4.6%
Bamberg	10,177	0.4%	10,074	0.4%
Barnwell	14,196	0.6%	14,339	0.6%
Beaufort	49,436	2.1%	51,880	2.1%
Berkeley	72,661	3.1%	77,453	3.2%
Calhoun	9,772	0.4%	9,802	0.4%
Charleston	181,736	7.7%	184,789	7.6%
Cherokee	32,321	1.4%	32,758	1.4%
Chester	22,847	1.0%	23,249	1.0%
Chesterfield	26,167	1.1%	26,310	1.1%
Clarendon	16,985	0.7%	17,260	0.7%
Colleton	22,734	1.0%	22,726	0.9%
Darlington	40,992	1.7%	41,560	1.7%
Dillon	18,178	0.8%	18,715	0.8%
Dorchester	49,462	2.1%	51,224	2.1%
Edgefield	13,278	0.6%	13,833	0.6%
Fairfield	14,613	0.6%	15,124	0.6%
Florence	76,051	3.2%	76,668	3.2%
Georgetown	28,540	1.2%	29,739	1.2%
Greenville	236,837	10.0%	240,928	9.9%
Greenwood	45,645	1.9%	45,739	1.9%
Hampton	12,301	0.5%	12,525	0.5%
Horry	93,898	4.0%	97,371	4.0%
Jasper	9,202	0.4%	9,448	0.4%
Kershaw	34,301	1.4%	35,211	1.5%
Lancaster	39,947	1.7%	40,836	1.7%
Laurens	41,814	1.8%	42,386	1.7%
Lee	10,758	0.5%	11,085	0.5%
Lexington	128,625	5.4%	132,562	5.5%
McCormick	5,578	0.2%	5,716	0.2%
Marion	19,868	0.8%	20,263	0.8%
Marlboro	16,384	0.7%	17,017	0.7%
Newberry	25,822	1.1%	26,479	1.1%
Oconee	43,779	1.8%	45,445	1.9%
Orangeburg	57,206	2.4%	58,318	2.4%
Pickens	63,280	2.7%	65,015	2.7%
Richland	183,016	7.7%	185,265	7.6%
Saluda	13,243	0.6%	13,651	0.6%
Spartanburg	166,579	7.0%	170,266	7.0%
Sumter	61,572	2.6%	62,807	2.6%
Union	21,123	0.9%	21,430	0.9%
Williamsburg	22,526	0.9%	22,820	0.9%
York	92,521	3.9%	95,888	4.0%
TOTAL	2,366,425	100.0%	2,422,359	100.0%

FREQUENCY OF VEHICLE TYPES INVOLVED
IN MOTOR VEHICLE ACCIDENTS

1987

	VEHICLES	PERCENT
Automobile	169,967	78.33
Pickup Truck	29,973	13.81
Truck Tractor	4,746	2.19
Other Truck	6,996	3.22
Motorcycle	1,944	0.90
Moped	144	0.07
Pedalcycle	965	0.44
Minibike	11	0.01
Animal With Rider	5	0.00
School Bus	930	0.43
Passenger Bus	527	0.24
Other*	790	0.36
TOTAL	216,998	100.00

There was a total of 216,998 vehicles involved in motor vehicle accidents in 1987. More than 78% (169,967) were standard passenger automobiles. The second largest percentage involved pickup trucks (13.8%). The remaining vehicle categories combined accounted for less than 10% of the vehicles involved in motor vehicle accidents.

*Includes horsedrawn vehicles, go-carts, farm machinery, and various recreational vehicles.

1987

ACCIDENT TYPES

FIRST HARMFUL EVENT	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
NON-COLLISIONS				
Overturning	2414	1127	99	3640
Other Non-Collision	2215	503	26	2744
PEDESTRIAN	178	1027	114	1319
COLLISION				
Head On	2922	1251	119	4292
Rear End	24796	5256	36	30088
Angle	38300	8780	218	47298
Sideswipe	2017	350	11	2378
Parked Vehicle	3777	328	6	4111
Railway Train	88	30	6	124
Pedalcyclist	333	743	29	1105
ANIMAL				
With Rider	1	2	0	3
Domesticated Animal	533	42	0	575
Wild Other Than Deer	4	0	0	4
Deer	2358	47	1	2406
Other Animal	10	3	0	13
OBJECTS				
Guardrail	542	132	11	685
Utility Pole	1497	727	35	2259
Light Standard	9	2	0	11
Tree	2439	1268	130	3837
Fire Hydrant	102	16	0	118
Pier or Column	98	34	2	134
Highway Sign	872	157	3	1032
Barricade	25	5	0	30
Highway Structure	180	51	6	237
Culvert Headwall	170	97	10	277
Curbing	296	53	2	351
Retaining Wall	146	51	0	197
Divider Fin.	252	64	5	321
Building	290	73	5	368
Fence	980	149	8	1137
Ditch	4719	1469	72	6260
Other Fixed Object	1141	245	14	1400
Trash Dumpster	5	1	0	6
Other Object	47	2	0	49
ALL OTHERS	495	39	1	535
TOTALS	94251	24124	969	119344

The most common type of traffic accident is an angle collision occurring between two or more motor vehicles. Nearly 40% of all accidents in 1987 were this type. Rear end collisions were second with about 25% of the total.

Head-on and tree collisions accounted for 3.6% and 3.2% of all accidents respectively. However, 12.2% of the fatal accidents were head-ons and 13.4% of the fatals were collisions with a tree. Approximately 0.8% of traffic accidents in general are fatal compared to 2.8% of head-on collisions and 3.4% of the tree collisions.

MOTORCYCLE STATISTICS IN SOUTH CAROLINA

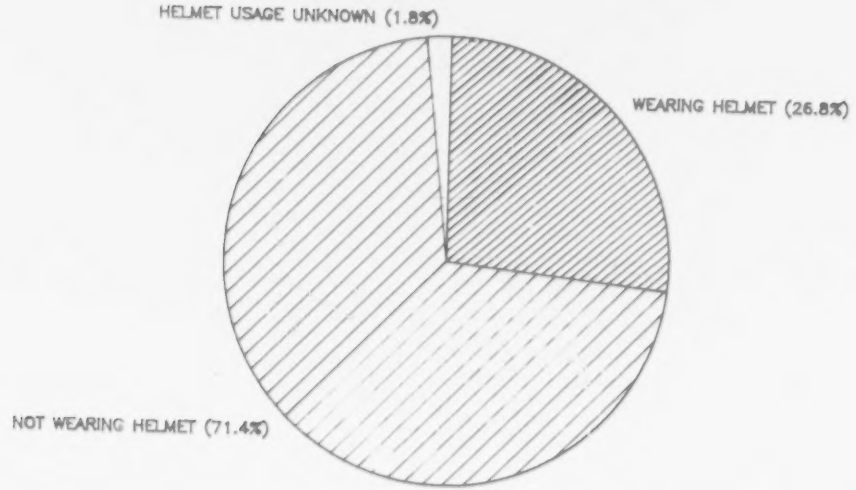
	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	PERSONAL INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	MOTORCYCLE REGISTRATIONS	REGISTRATION DEATH RATE*	REGISTRATION ACCIDENT RATE**
1965	502	13	13	297	-	192	7609	17.1	6.6
1966	591	23	23	452	-	116	11248	20.4	5.3
1967 @	368	9	10	238	304	121	11945	8.4	3.1
1968 @@	280	9	9	194	230	77	12143	7.4	2.3
1969	272	8	9	191	231	73	12924	7.0	2.1
1970	607	15	15	348	433	244	15633	9.6	3.9
1971	907	22	23	506	599	379	17870	12.9	5.1
1972	1223	37	39	684	814	501	22515	17.3	5.4
1973 #	1958	49	50	1046	1232	863	33268	15.0	5.9
1974	2319	59	60	1225	1468	1035	47328	12.7	4.9
1975 ##	1913	51	54	1001	1186	861	48040	11.2	4.0
1976	1835	47	47	974	1171	814	45686	10.3	4.0
1977	1765	51	53	903	1067	809	41161	12.9	4.3
1978	1561	38	38	849	1011	673	35280	10.8	4.4
1979	1543	40	42	890	1063	611	37466	11.2	4.1
1980 %	1764	54	55	986	1165	723	38875	14.1	4.5
1981	1934	45	46	1107	1315	781	42257	10.8	4.6
1982	2019	58	61	1135	1382	823	35028	17.4	5.8
1983	2091	74	81	1110	1368	905	36130	22.0	5.8
1984	2593	89	92	1376	1648	1122	37119	24.8	7.0
1985	2432	83	87	1361	1636	988	37366	23.3	6.5
1986	2284	73	75	1281	1535	929	36074	20.8	6.3
1987	1908	54	56	1081	1282	771	32710	17.1	5.8

@ Safety Equipment Law enacted but not enforced.
@@ Enforcement of Safety Equipment Law initiated.
# "Lights On" Law effective July 1.

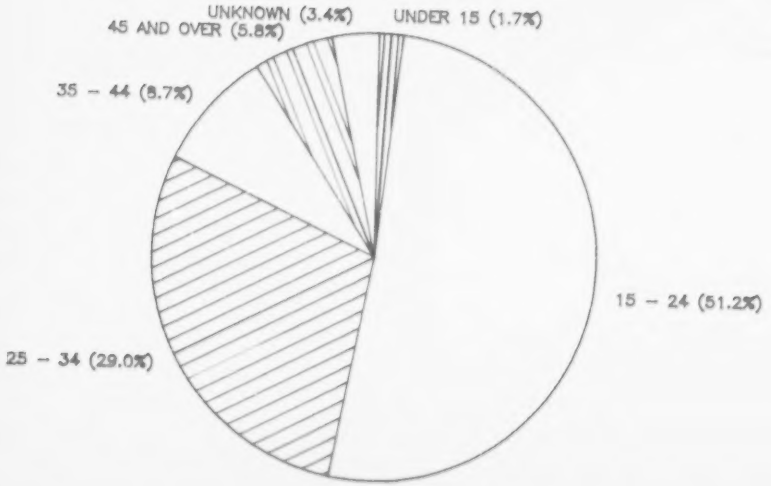
Implemented Classified License Law for motorcycles.
* Based on 10,000 cycle registrations.
** Based on 100 cycle registrations.
% Repeal of Helmet and Goggles Law for age 21 and older effective June 17.

MOTORCYCLE ACCIDENTS

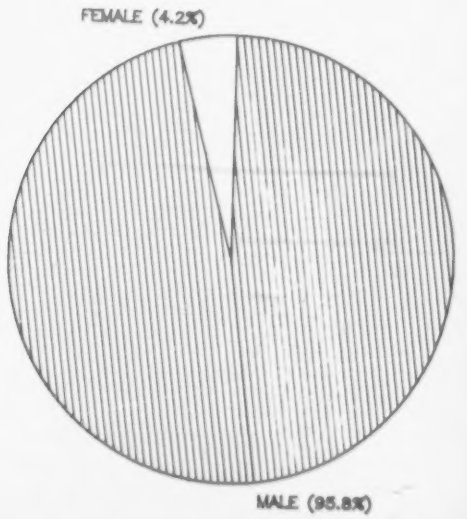
HELMET USAGE IN FATAL ACCIDENTS – 1987



AGE OF DRIVER IN ALL ACCIDENTS



SEX OF DRIVER IN ALL ACCIDENTS



1987

MOPEDS INVOLVED IN TRAFFIC ACCIDENTS

CASUALTIES		MOPEDS	PERCENTAGE
Killed		5	4.6
Injured		104	95.4
	TOTAL	109	100.0

AGE		MOPEDS	PERCENTAGE
Under 10 Years Old		1	0.7
10 - 11 Years Old		4	2.8
12 - 15 Years Old		21	14.6
16 - 21 Years Old		31	21.5
22 Years Old and Older		75	52.1
Unknown		12	8.3
	TOTAL	144	100.0

SEX		MOPEDS	PERCENTAGE
Male		133	92.4
Female		11	7.6
	TOTAL	144	100.0

SPEED		MOPEDS	PERCENTAGE
20 MPH or Less		114	79.1
21 - 25 MPH		18	12.5
26 - 30 MPH		6	4.2
Unknown		6	4.2
	TOTAL	144	100.0

LIGHT AND WEATHER		MOPEDS	PERCENTAGE
Day and Clear		106	73.6
Dark and Clear		27	18.7
Day and Raining		7	4.9
Dark and Raining		4	2.8
	TOTAL	144	100.0

MONTH		MOPEDS	PERCENTAGE
January		14	9.7
February		6	4.2
March		9	6.3
April		11	7.6
May		21	14.6
June		17	11.8
July		14	9.7
August		19	13.2
September		8	5.5
October		6	4.2
November		9	6.3
December		10	6.9
	TOTAL	144	100.0

1987

BICYCLES INVOLVED IN TRAFFIC ACCIDENTS

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	29	3.0
Injury	626	65.0
Property Damage Only	308	32.0
TOTAL	963	100.0

AGE OF DRIVER	BICYCLES	PERCENTAGE
Under 10 Years Old	157	16.3
10 - 11 Years Old	81	8.4
12 - 15 Years Old	159	16.4
16 - 20 Years Old	108	11.2
21 Years Old and Older	270	28.0
Unknown	190	19.7
TOTAL	965	100.0

SEX	BICYCLES	PERCENTAGE
Male	850	88.1
Female	115	11.9
TOTAL	965	100.0

LIGHT AND WEATHER	ACCIDENTS	PERCENTAGE
Day and Clear	693	72.0
Dark and Clear	196	20.4
Day and Raining	28	2.9
Dark and Raining	25	2.6
Day and Snow, Hail or Fog	4	0.4
Dark and Snow, Hail or Fog	6	0.6
Unknown	11	1.1
TOTAL	963	100.0

MONTH	BICYCLES	ACCIDENTS
January	46	4.8
February	46	4.8
March	71	7.4
April	88	9.1
May	115	11.9
June	107	11.1
July	119	12.4
August	131	13.6
September	77	8.0
October	69	7.2
November	47	4.8
December	47	4.8
TOTAL	963	100.0

The number of bicycle fatalities increased to 29 in 1987. This represented a 38.15% increase over 1986. In 1987, most bicycle accidents, excluding those of unknown age, involved riders less than 16 years of age. Nearly 90% involved male riders. Bicycle accidents generally occur in good weather, especially during the warm summer months.

PEDESTRIAN ACCIDENTS BY MONTH

1987

MONTH	ALL ACCIDENTS	FATAL ACCIDENTS
January	119	11
February	106	4
March	102	13
April	103	8
May	130	7
June	115	12
July	134	14
August	101	8
September	112	8
October	130	13
November	107	11
December	111	11
TOTAL	1370	120

PEDESTRIAN ACCIDENTS BY LIGHT AND WEATHER CONDITIONS

1987

LIGHT AND WEATHER	ALL ACCIDENTS	PERCENTAGES
Daylight and Clear	658	48.0
Daylight and Raining	556	40.6
Night and Clear	38	2.8
Night and Raining	91	6.6
Other Weather (Wind, Snow, Hail, Etc.)	9	0.7
Unspecified	18	1.3
TOTAL	1370	100.0%

The number of pedestrian accidents declined slightly to 1,370 in 1987. Of these, 120 involved one or more fatalities. Pedestrian accidents accounted for only 1.2% of all traffic accidents in 1987, but, 12.4% of the fatal accidents.

A total of 122 pedestrians were killed in the fatal accidents. This represented a decrease of 24 from the previous year. These 122 fatalities represented 11.2% of all traffic fatalities for the year. In 1986, pedestrians accounted for 13.8% of the fatalities. The number of pedestrian injuries increased slightly to 1,183 in 1987, from 1,117 the previous year, an increase of 5.9%.

PEDESTRIANS INVOLVED IN TRAFFIC ACCIDENTS

1987

CLOTHING WORN BY PEDESTRIANS

CLOTHING	PEDESTRIANS	PERCENTAGES
Light	475	33.6
Dark	655	46.4
Unspecified	282	20.0
TOTAL	1412	100.0%

ACTION TAKEN BY PEDESTRIANS

PEDESTRIAN ACTIONS	PEDESTRIANS	PERCENTAGES
Entering Or Crossing Specified Location	498	35.2
Entering Or Crossing Roadway	399	28.3
Walking Or Riding With Traffic	94	6.7
Walking Or Riding Against Traffic	54	3.8
Approaching Or Leaving Vehicle	15	1.1
Pushing Or Working On Vehicle	10	0.7
Working In Roadway	6	0.4
Standing	55	3.9
Playing In Roadway	34	2.4
Lying At Or In Location Specified	15	1.1
Sitting At Or In Location Specified	6	0.4
Other	226	16.0
TOTAL	1412	100.0%

AGE AND SEX OF PEDESTRIANS

AGE	IN ALL ACCIDENTS MALES	FEMALES	TOTALS	IN FATAL ACCIDENTS MALES	FEMALES	TOTALS
0-4	43	26	69	6	1	7
5-9	96	54	150	3	3	6
10-14	57	40	97	1	2	3
15-24	123	75	198	11	6	17
25-34	174	61	235	18	4	22
35-44	90	34	124	14	2	16
45-54	62	22	84	14	2	16
55-64	42	18	60	8	2	10
65-74	30	23	53	7	4	11
75+	17	14	31	8	5	13
Not Stated	289	22	311	1	0	1
TOTALS	1023	389	1412	91	31	122

TOTAL PEDESTRIAN FATALITIES - 122
TOTAL PEDESTRIAN INJURIES - 1183

SCHOOL BUS ACCIDENTS

YEAR	PROPERTY DAMAGE	%	INJURY	%	FATAL	%	TOTAL
1985	733	85.83	111	13.00	10	1.17	854
1986	742	84.61	133	15.17	2	0.23	877
1987	769	85.44	130	14.44	1	0.11	900

Between 1985 and 1987 the number of school bus accidents climbed from 733 to 769, an increase of 4.9%. The number of fatal accidents declined from 10 to 1 during this same period. Both of the school bus fatalities in 1986 and the one in 1987 were pedestrians. All 13 fatalities during these three years have been either pedestrians or occupants of vehicles other than the school bus itself. Only four school bus occupants have died in a traffic accident since 1951. None of these has been during the five year period, 1983 through 1987.

The proportion of school bus accidents involving one or more fatalities was 0.11% in 1987. This was less than one-seventh the percentage of accidents involving fatalities for all motor vehicle accidents. More than 85% of school bus accidents involved property damage only. This is a slightly greater percentage than the 79% for all accidents.

MOTOR VEHICLE ACCIDENTS INVOLVING RAILWAY TRAINS

CROSS BUCKS ONLY

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	6	20	53	79
1986	4	26	44	74
1987	5	18	58	81

FLASHING LIGHTS

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	4	17	28	49
1986	1	9	17	27
1987	1	9	20	30

FLASHING LIGHTS AND GATES

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	2	3	8	13
1986	1	4	5	10
1987	0	3	10	13

TOTAL MOTOR VEHICLE ACCIDENTS INVOLVING TRAINS

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	12	40	89	141
1986	6	39	66	111
1987	6	30	88	124

The number of motor vehicle accidents at railway crossings declined from 141 in 1985 to 124 in 1987. Most of this reduction has occurred at intersections involving flashing light signals. In 1987 there were 30 accidents at intersections with light signals but no gates. This was down from 49 in 1985, a reduction of nearly 39%. Much of this decline may be attributable to a greater awareness by the public of the dangers involved at railway crossings.

The number of fatal accidents at all railroad crossings has declined from 12 to 6 since 1985. During this three year period, 15 of the 24 fatal accidents (63%) occurred at crossings marked only by crossbucks. In 1987 only one fatal accident occurred at a crossing with flashing light signals.

TRUCKS *

FIRST HARMFUL EVENT

FIRST HARMFUL EVENT	ACCIDENTS				PERSONS	
	PROP. DAMAGE ONLY	INJURY	FATAL	TOTAL	KILLED	INJURED
Overturn	66	29	4	99	4	30
Other Non-Collision	188	21	2	211	2	26
Pedestrian	3	4	6	13	6	4
Head On	101	19	16	136	22	41
Rear End	541	127	8	676	11	239
Angle	1238	256	32	1526	41	438
Sideswipe	102	19	1	122	1	26
Parked Vehicle	146	10	1	157	4	15
Railway Train	7	4	0	11	0	6
Pedalcyclist	3	2	2	7	2	2
Domesticated Animal	15	0	0	15	0	0
Deer	22	0	0	22	0	0
Guardrail	16	7	1	24	1	7
Utility Pole	46	3	0	49	0	4
Tree	13	8	3	24	4	10
Fire Hydrant	5	0	0	5	0	0
Pier Column	3	0	0	3	0	0
Highway Sign	16	3	0	19	0	3
Barricade	3	0	0	3	0	0
Highway Structure, Bridge, Overpass	9	2	0	11	0	2
Culvert Headwall	4	0	0	4	0	0
Curbing	1	1	0	2	0	1
Retaining Wall	1	0	0	1	0	0
Divider Fin. Concrete or Steel	12	3	0	15	0	4
Building	6	1	0	7	0	2
Fence, Other Than Median	12	3	0	15	0	3
Ditch	54	17	0	71	0	18
Other Fixed Object	24	0	0	24	0	0
Other Object (IE: Foreign Material)	8	1	0	9	0	2
Other	36	1	0	37	0	1
Total	2701	541	76	3318	98	884

Tractor trailer trucks were involved in 3,318 traffic accidents in 1987. This accounted for 2.8% of all motor vehicle accidents during the year. The total number of fatalities in accidents involving these heavy trucks increased to 98. This represents approximately 9% of all traffic fatalities for the year. The 76 fatal accidents involving tractor trailer trucks amounted to 2.3% of the 3,318 truck accidents.

*Includes Truck-Tractor type vehicles with attachments of semi-trailer, petroleum tanker, lowboy trailer, auto carrier trailer, other tanker, flatbed, and twin trailers that were involved in traffic accidents.

III. Accident Consequences

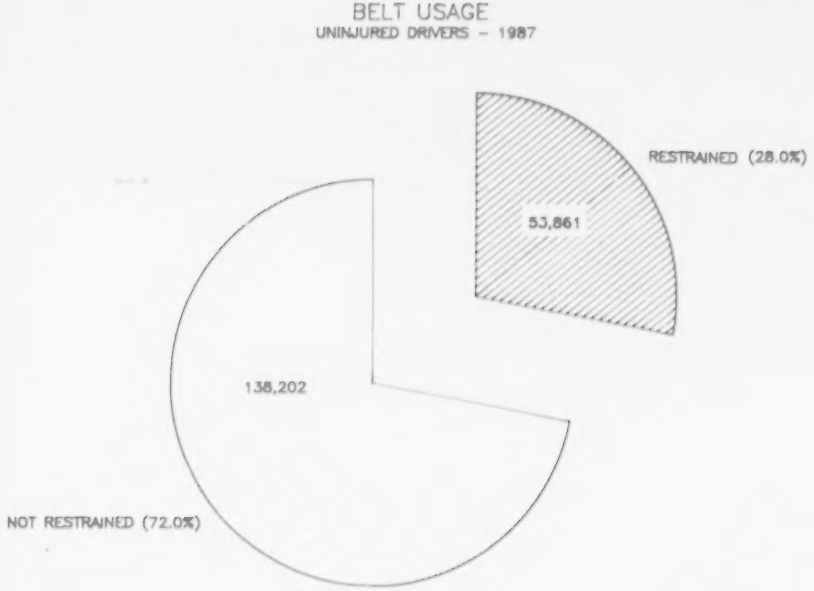
The cost of motor vehicle accidents includes both the tragic loss of human life and the economic losses associated with damaged and destroyed property, hospital costs, lost productivity in the workplace, etc. On the following pages, statistics concerning the consequences of motor vehicle accidents are presented.

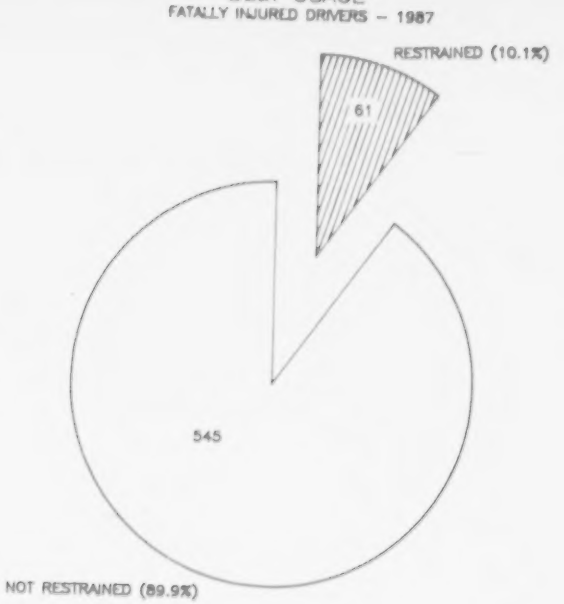
SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC ACCIDENTS
ESTIMATED ECONOMIC LOSS*
YEARS 1985 - 1986 - 1987

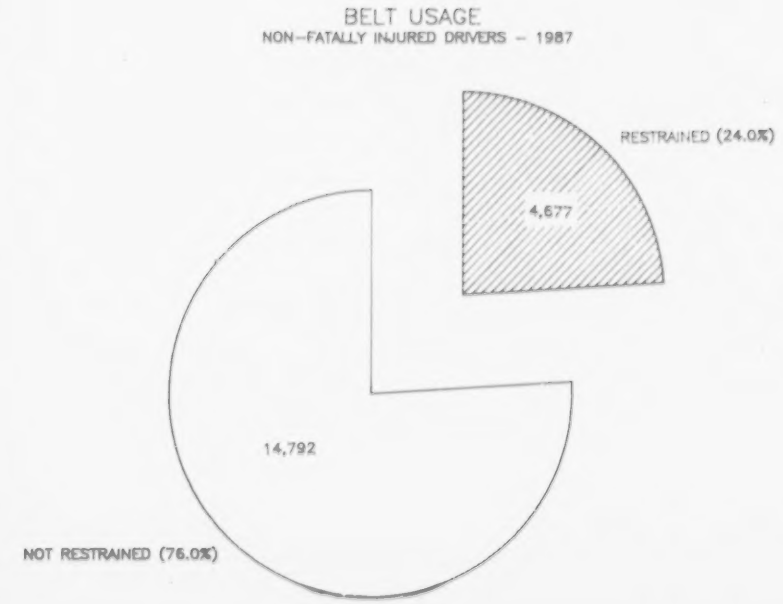
COUNTY	ESTIMATED ECONOMIC LOSS		
	1985	1986	1987
Abbeville	$ 3,500,000	$ 2,700,000	$ 4,300,000
Aiken	18,800,000	22,300,000	25,500,000
Allendale	1,600,000	1,700,000	1,200,000
Anderson	25,600,000	28,700,000	34,500,000
Bamberg	2,600,000	2,100,000	3,000,000
Barnwell	3,000,000	3,200,000	2,800,000
Beaufort	12,100,000	13,200,000	14,200,000
Berkeley	19,900,000	20,400,000	20,400,000
Calhoun	2,800,000	2,700,000	3,600,000
Charleston	68,300,000	82,400,000	82,800,000
Cherokee	9,400,000	9,200,000	12,100,000
Chester	5,900,000	7,900,000	8,300,000
Chesterfield	4,400,000	9,500,000	10,200,000
Clarendon	4,600,000	9,300,000	6,300,000
Colleton	7,100,000	9,000,000	11,000,000
Darlington	11,400,000	18,300,000	17,600,000
Dillon	6,400,000	12,200,000	11,100,000
Dorchester	13,500,000	14,100,000	13,400,000
Edgefield	2,100,000	4,600,000	3,700,000
Fairfield	7,000,000	7,100,000	7,800,000
Florence	27,000,000	30,000,000	32,300,000
Georgetown	8,400,000	12,400,000	13,900,000
Greenville	47,500,000	60,700,000	67,300,000
Greenwood	8,600,000	12,800,000	14,000,000
Hampton	3,300,000	3,600,000	3,300,000
Horry	44,500,000	48,500,000	49,400,000
Jasper	6,200,000	6,000,000	6,300,000
Kershaw	5,800,000	10,300,000	9,100,000
Lancaster	11,200,000	13,400,000	15,400,000
Laurens	11,300,000	10,700,000	10,700,000
Lee	2,600,000	4,100,000	3,100,000
Lexington	26,400,000	34,400,000	33,700,000
McCormick	2,000,000	2,500,000	1,900,000
Marion	7,900,000	9,000,000	10,900,000
Marlboro	4,800,000	5,800,000	7,300,000
Newberry	6,000,000	7,000,000	6,700,000
Oconee	7,100,000	9,900,000	12,500,000
Orangeburg	16,100,000	22,100,000	20,000,000
Pickens	11,600,000	15,500,000	14,300,000
Richland	57,100,000	70,400,000	74,600,000
Saluda	3,600,000	3,600,000	3,800,000
Spartanburg	35,200,000	42,600,000	43,900,000
Sumter	12,300,000	18,300,000	17,500,000
Union	5,200,000	6,300,000	6,900,000
Williamsburg	6,900,000	7,500,000	11,800,000
York	24,400,000	29,000,000	30,600,000
TOTAL	$632,000,000	$777,000,000	$815,000,000

*Figures based on National Safety Council Formula.

BELT USAGE







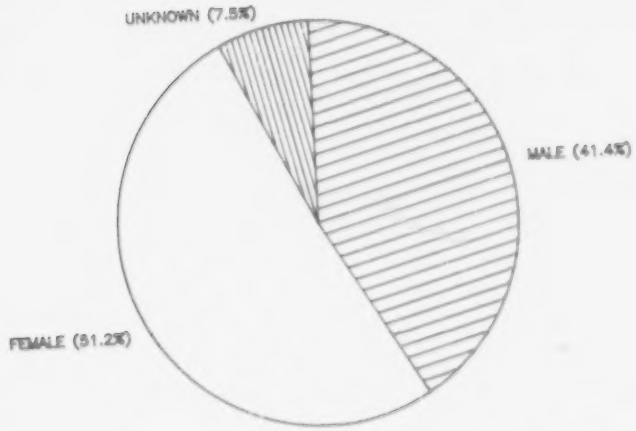
In 1987, there were 212,138 drivers involved in motor vehicle accidents in South Carolina. This does not include drivers of a motorcycle, moped, bus, bicycle, farm machinery, train, mini-bike, or go-cart, nor does it include any accidents on private property. Of these drivers, 58,599 (27.6%) were wearing a seat belt and 153,539 (72.4%) were not. This is comparable to recent studies indicating a slightly better than 20% belt utilization rate for all motor vehicle occupants.

A total of 606 drivers were killed in 1987. Of these, 61 were belted and 545 were unbelted. Belted drivers accounted for slightly more than 10% of all drivers who were killed; unbelted drivers, for slightly less than 90%. The 61 belted driver fatalities accounted for 0.104% of all belted drivers involved in motor vehicle accidents during the year. By comparison, the 545 unbelted driver fatalities accounted for 0.354% of the unbelted drivers involved in accidents. If all drivers had been belted and the same 0.104% fatality rate achieved, only 221 would have died, compared to the 606 who actually did.

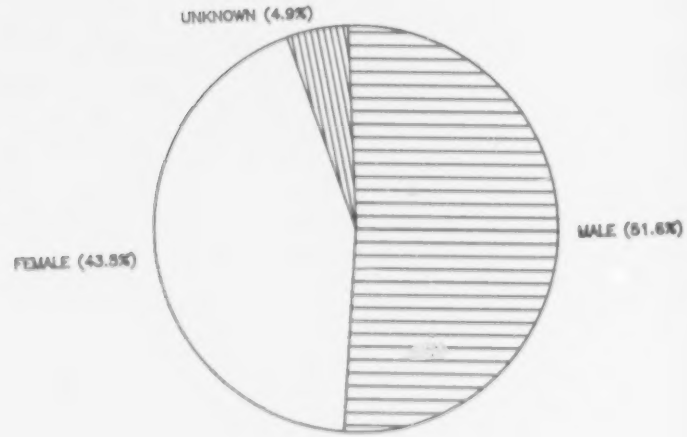
INJURIES BY SEVERITY

1987

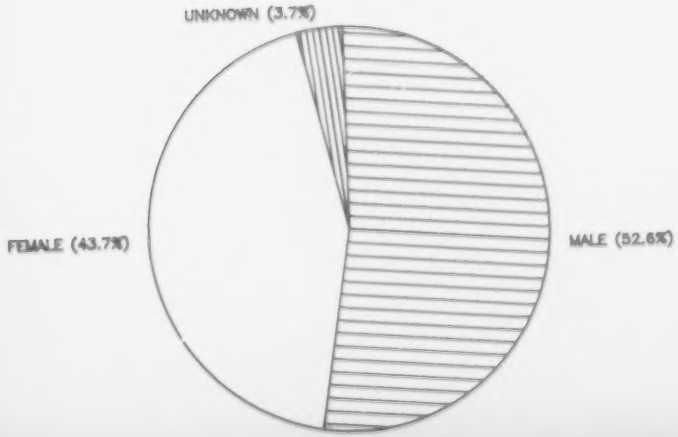
POSSIBLE INJURIES BY SEX



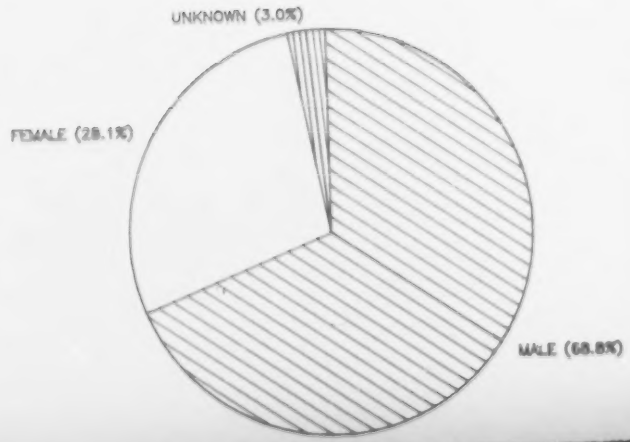
NON-INCAPACITATING INJURIES BY SEX



INCAPACITATING INJURIES BY SEX



FATAL INJURIES BY SEX



INJURIES BY SEVERITY
1987

	MALE					FEMALE					UNKNOWN				
	F	I	N	P	TOTAL	F	I	N	P	TOTAL	F	I	N	P	TOTAL
AGE															
0-4	17	146	149	333	645	4	118	133	304	559	0	63	14	11	88
5-9	12	213	166	302	693	8	139	144	294	585	0	42	18	12	72
10-14	13	242	176	334	765	7	170	169	365	711	1	83	18	24	126
15-24	238	2520	1555	2368	6681	96	1875	1215	2651	5837	13	424	132	156	725
25-34	176	1667	1010	1584	4437	57	1272	751	1855	3935	4	259	79	109	451
35-44	115	880	504	859	2358	35	799	435	1177	2446	2	149	58	71	280
45-44	67	450	219	432	1168	20	474	244	713	1451	2	72	28	36	138
55-64	50	299	182	281	812	31	345	201	522	1099	5	66	27	27	125
65-74	38	208	140	214	600	23	254	144	349	770	4	46	17	15	82
75+	24	97	69	91	281	24	139	76	173	412	1	21	8	12	42
TOTAL	750	6722	4170	6798	18440	305	5585	3512	8403	17805	32	1225	399	473	2129

F - Fatal Injury
I - Incapacitating Injury
N - Non-incapacitating Injury
P - Possible Injury

Total Fatal Injuries 1,087
Total Incapacitating Injuries 13,532
Total Non-incapacitating Injuries 8,081
Total Possible Injuries 15,674

The total number of injuries for males was only slightly higher than for females during 1987. However, the severity of injuries was substantially different between the two. Males tended to have more fatal and incapacitating injuries than their female counterparts. Conversely, 1600 more of the less severe "possible" injuries occurred among females than males. Injuries of all types tended to be more heavily concentrated in the age groups 15 to 34. This was true for both sexes.

IV. Alcohol

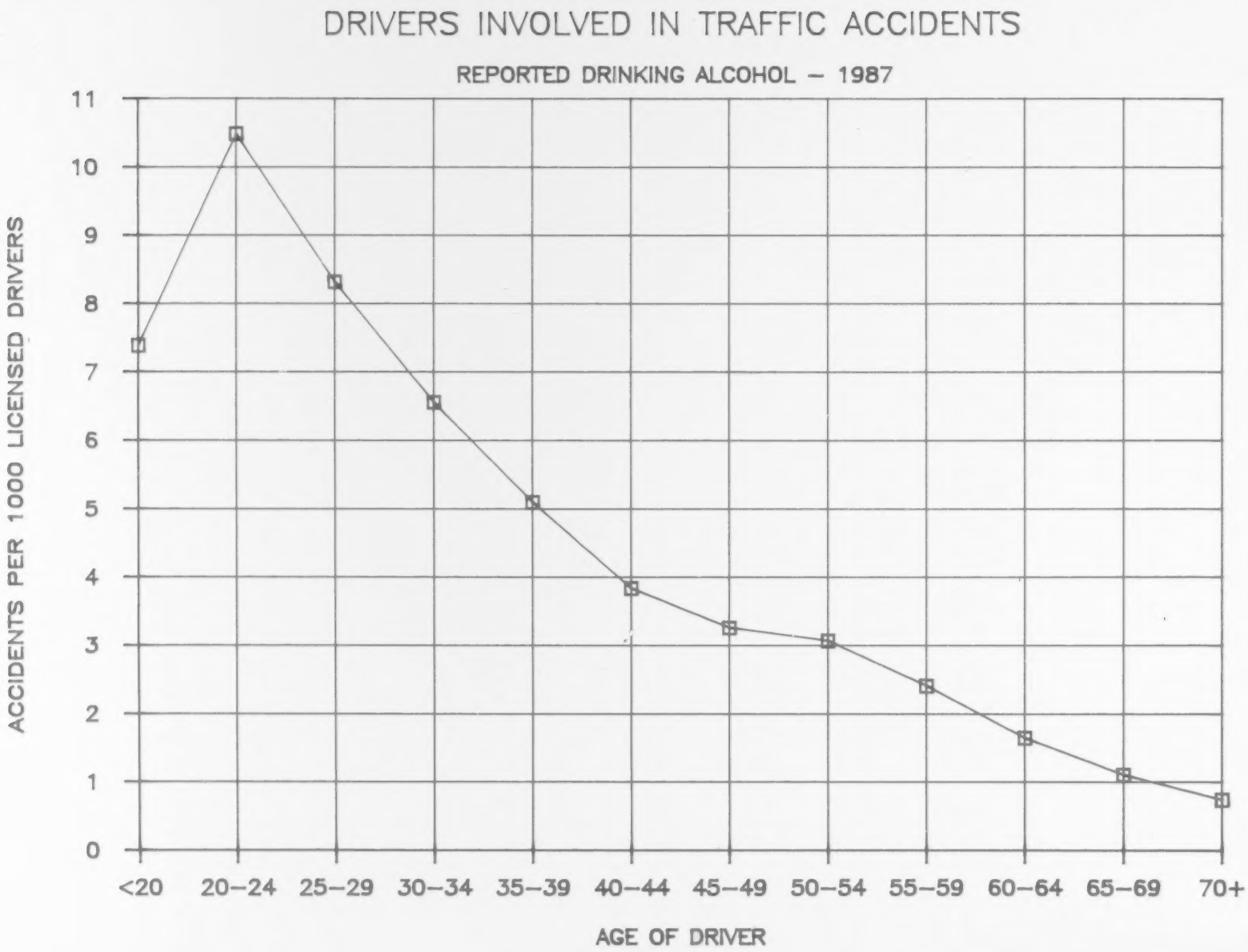
In South Carolina you are presumed to be under the influence when your B.A.C. is at a level of .10 percent. At this level you are seven times more likely to have an automobile accident than if your B.A.C. were zero (.00). If your B.A.C. reaches .15 percent, your chances of having an accident are 25 times greater.

B.A.C. LEVELS	COMMON EFFECTS
.03	Mild alteration of feelings. Level of impairment is not generally too serious.
.05	Feelings of relaxation, sedation and/or euphoria. Increase in reaction time. Increased difficulty in performing motor skills. Driving ability and judgment impaired.
.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally presumed to be under the influence in South Carolina.
.15	Serious impairment of physical and mental functioning. Irresponsible behavior. Distorted perception and judgment. Difficulty in standing, walking, and talking.
.40	Coma results. The person cannot be awakened.
.60	Death can result from alcohol overdose or accidental choking. At high B.A.C. levels, absorption of alchol continues at a constant rate while oxidation slows because the high B.A.C. causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

DRIVERS INVOLVED IN TRAFFIC ACCIDENTS WHO WERE REPORTED DRINKING ALCOHOL OR USING DRUGS

AGE	1985 NUMBER OF DRIVERS	1985 MALE	1985 FEMALE	1986 NUMBER OF DRIVERS	1986 MALE	1986 FEMALE	1987 NUMBER OF DRIVERS	1987 MALE	1987 FEMALE
14 and Younger	6	5	1	12	10	2	14	11	3
15	33	29	4	39	30	9	36	23	13
16	138	116	22	151	124	27	124	93	31
17	246	204	42	297	258	39	246	214	32
18	358	311	47	412	354	58	373	306	67
19	467	389	78	470	392	78	389	332	57
20	576	483	93	542	451	91	478	421	57
21	612	525	87	608	512	96	570	472	98
22	626	541	85	641	559	82	516	432	84
23	605	520	85	645	551	94	542	469	73
24	597	487	110	557	477	80	483	416	67
25 - 29	2366	2035	331	2517	2106	411	2334	1965	369
30 - 34	1718	1478	240	1822	1556	266	1781	1498	283
35 - 39	1123	945	178	1273	1106	167	1250	1084	166
40 - 44	735	623	112	804	693	111	794	686	108
45 - 49	548	474	74	505	420	85	519	441	78
50 - 54	358	304	54	362	317	45	412	348	64
55 - 59	297	262	35	312	270	42	298	259	39
60 - 64	221	197	24	204	182	22	196	170	26
65 - 69	125	111	14	121	100	21	114	100	14
70+	95	83	12	86	71	15	107	92	15
Unknown	184	182	2	197	195	2	222	220	2
TOTAL	12034	10304	1730	12577	10734	1843	11798	10052	1746

From 1986 to 1987, there were 779 fewer drivers reported drinking or using drugs. More than one-third of this reduction occurred in drivers under 21 years of age. Compared to 1985, there were 236 fewer of these drivers, despite an increase of 8,267 traffic accidents. In 1985, 14.4% of drivers involved in accidents who were reported drinking or using drugs were female. This increased slightly to 14.7% in 1986 and to 14.8% in 1987.


DRIVERS INVOLVED IN TRAFFIC ACCIDENTS
REPORTED DRINKING ALCOHOL – 1987
ACCIDENTS PER 1000 LICENSED DRIVERS
11
10
9
8
7
6
5
4
3
2
1
0
<20
20–24
25–29
30–34
35–39
40–44
45–49
50–54
55–59
60–64
65–69
70+
AGE OF DRIVER

(85)

ALCOHOL INVOLVEMENT BY COUNTY*

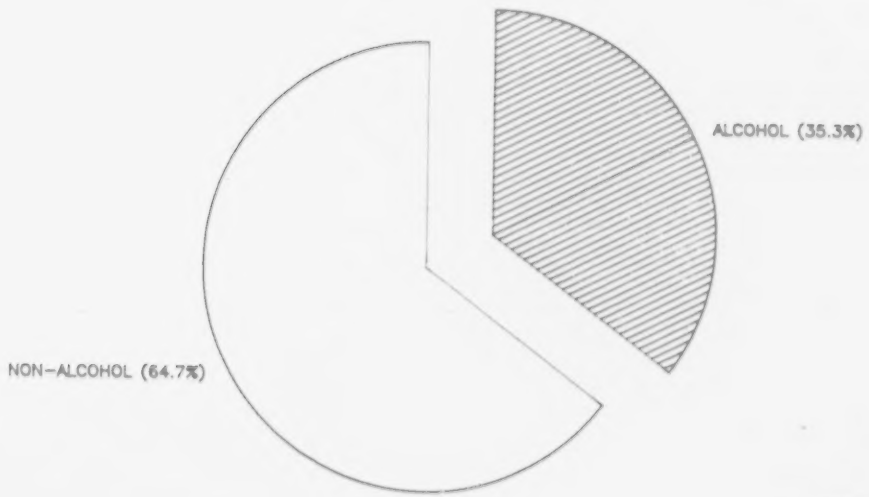
1987

COUNTY	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS
Abbeville	50	1	1	17	23	32
Aiken	375	13	15	114	174	248
Allendale	31	0	0	8	12	23
Anderson	439	20	22	109	190	310
Bamberg	37	2	3	8	9	27
Barnwell	57	1	1	14	22	42
Beaufort	309	7	8	82	135	220
Berkeley	327	10	11	106	158	211
Calhoun	37	2	2	9	15	26
Charleston	1153	25	26	473	731	655
Cherokee	154	1	1	48	77	105
Chester	95	6	8	41	73	48
Chesterfield	106	8	9	46	86	52
Clarendon	77	3	4	16	23	58
Colleton	117	7	8	24	53	86
Darlington	252	8	8	118	197	126
Dillon	130	5	5	59	94	66
Dorchester	221	3	3	78	117	140
Edgefield	56	4	4	16	23	36
Fairfield	72	1	1	40	62	31
Florence	400	8	8	180	284	212
Georgetown	172	8	11	60	132	104
Greenville	1024	32	35	252	389	740
Greenwood	195	4	4	77	137	114
Hampton	49	3	3	11	19	35
Horry	798	19	19	282	440	497
Jasper	56	4	6	13	19	39
Kershaw	145	8	8	42	76	95
Lancaster	168	4	5	74	128	90
Laurens	171	7	7	60	84	104
Lee	46	2	2	16	29	28
Lexington	558	13	16	177	278	368
McCormick	39	1	3	18	36	20
Marion	121	5	5	44	77	72
Marlboro	106	3	3	43	83	60
Newberry	108	3	3	41	64	64
Oconee	153	7	11	47	75	99
Orangeburg	282	11	12	91	145	180
Pickens	232	6	8	56	92	170
Richland	1107	28	30	363	574	716
Saluda	39	1	3	10	14	28
Spartanburg	709	18	19	180	282	511
Sumter	276	7	9	65	101	204
Union	77	3	3	32	50	42
Williamsburg	77	7	7	27	56	43
York	449	8	8	160	264	281
TOTAL	11652	347	388	3847	6202	7458

*This report contains data where alcohol or drug involvement is indicated by an officer on the uniform traffic collision report. Charleston County had the most accidents involving alcohol in 1987, followed closely by Richland and Greenville Counties. These three counties combined accounted for approximately 28% of all reported alcohol accidents during the year.

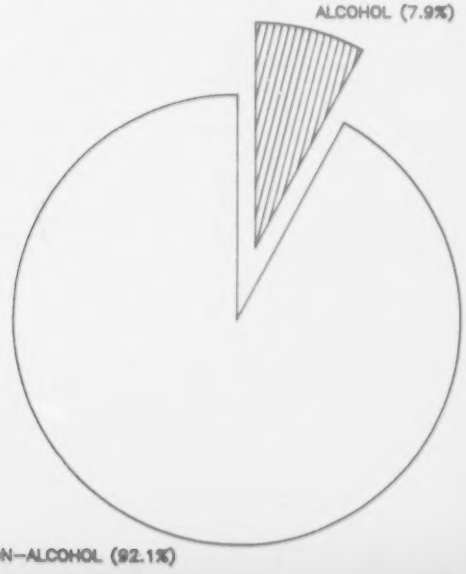
ALCOHOL INVOLVEMENT

FATAL ACCIDENTS – 1987



INJURY ACCIDENTS – 1987

PROPERTY DAMAGE ONLY ACCIDENTS – 1987



Definitions

Alcohol Related Motor Vehicle Accident - Any accident in which either a driver or a non-occupant (such as a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of .01 percent or above.

Driver - An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Fatal Injury - Any injury that results in death.

First Harmful Event - The first event in a traffic accident to result in injury or property damage.

Harmful Event - An occurrence of injury or damage.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Injury - Bodily harm to a person.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails.

Motor Vehicle Acccident - A transport accident that (1) involves a motor vehicle in transport, (2) is not an aircraft accident or watercraft accident, and (3) does not include any harmful event involving a railway train in transport prior to involvement of a motor vehicle in transport.

Non-Incapacitating Evident Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

Occupant - Any person who is part of a transport vehicle.

Pedalcyclist - Any occupant of a pedalcycle in transport.

Pedestrian - Any person who is not an occupant.

Possible Injury - Any injury which is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Rural Area - Any area that is not within urban boundary.

Traffic Accident - A road vehicle accident in which (1) the unstabilized situation originates on a trafficway, or (2) a harmful event occurs on a trafficway.

Urban Area - An area whose boundaries shall be fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration. Such boundaries are established in accordance with the provisions of Title 23 of the United States Code.

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1987 South Carolina Quick Accident Facts

During 1987 South Carolina had a total of 119,344 traffic accidents, 969 fatal, 24,124 injury and 94,251 property damage only.

***

A traffic accident was reported every 4 minutes and 15 seconds.

***

One person was killed every 8 hours and 4 minutes.

***

One person was injured every 14 minutes and 6 seconds.

***

Children under the age of 15 accounted for 24.9% of pedestrian victims and 50.1% of bicycle victims (victims killed and injured).

***

For each person killed there were 34 persons injured.

***

In the last five years, 160,655 persons have been killed or injured in South Carolina traffic accidents. This is an average of 32,131 per year. During the previous five-year period, 119,133 persons were killed or injured for an average of 23,827 per year.

***

Of the licensed Drivers in South Carolina, 17.3% were under 25 years of age; however, the comprise 31.7 of all drivers in fatal and injury accidents.

***

One out of every 3,079 persons living in South Carolina was killed in a traffic accident; one out of every 90 persons was injured; and one out of every 87 licensed drivers was involved in a fatal or injury traffic accident.

***

As a result of the 969 fatal accidents, 1,087 persons were killed for an average of 1.1 deaths per per fatal accident.

***

There were 3.6 persons killed and 123.4 persons injured for every 100 million vehicle miles of travel. (These are more commonly known as the mileage death and mileage injury rates.)

***

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The Highway Safety Office of the Department would like to take this opportunity to express sincere appreciation to all persons, agencies, departments and organizations who have contributed to this publication.

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SAFETY EDUCATION SERVICE

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HIGHWAY SAFETY OFFICE

SC DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

South Carolina Department of Highways & Public Transportation